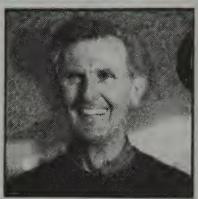


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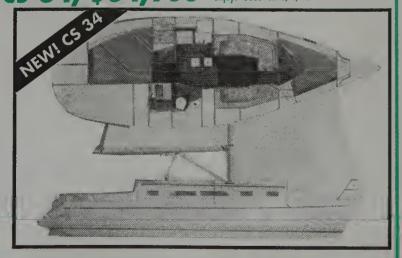
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291	J-29, reduced	RY 27,000		
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331	SOVEREL	39,500		
351	SANTANA, repo1	RY 36.000		
361	CS, looded	75,000		
361	STEEL Cutter	35,000		
LIV	EABOARDS			
32'	CORONADOTR	Y \$22,000		
351	ERICSON, 2 from			
37'	O'DAY	45,000		
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40'	VALIANT 40, '80	99.995		
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37'	EGG HARBOR, T/Dsl	40,000		
38'	DEFEVER	59,500		
40'	BLUEWATER	89,500		
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431	CHRIS CRAFT TR	Y 105,000		
45'	CUSTOM TRAWLER	75,000		
48'	CAMARGUE T/CATS	335.000		
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52'	COLUMBIA, 172	125.000		
47'	COLUMBIA, 172	3 99.950		
45'	PORPOISE 170	84 950		
451	1 ANCED 102	112 000		

42'	CALIFORNIAN '87	. 210,000
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45'	CUSTOM TRAWLER	75,000
48'	CAMARGUE T/CATS	.335,000
52'	WHEELER, certified	
NEV	V SELECTED LISTINGS	
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40'	8RISTOL, '69	55,000
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36'	UNION. '80	78 900
361	PEARSON, '77ISLANDER, '81sold	49,500
36'	ISLANDER, '81sold	49,500
36'	ISLANDER, '76sold	<i>54,</i> 500
36'	ERICSON, '76 sold	50,000
35'	SANTANA, '79, 1/2	22,500
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COVER PHOTO: Latitude/Richard

Bizarre sailing rites being performed in Hawaii on the bow of *Great Fun*, commemorating the 203.5 anniversary of the death of Captain Cook.

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	62' N	lotorsaile	r ketch		195,	ວດດ
	51' E	eneteau			250,	ດດດ
	47' F	assport			220,	ດດດ
	44' N	lason Cu	tter	:	224,	ດດດ
	44' N	orseman	ctr ccki	ot :	215,	กกก
	44' P	eterson, c	entrock		c, 125,	กกก
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	42' F	arr, "Mon	icue"	J.,	45,	
	42' F	assport (Cutter		-5, 150,	
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	41' N	lelson-Ma	rok			000
	41' N	lewport	HOR			000
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	40 L	linckley				500
	40' 🖪	eneteau	10B		125,	
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	38 C	di 2-08			64,	
	30 E	ricson	Climmon		98,	
	30 T	arallone	Clipper		35,	
		eterson Bro	own Su	gar	75,	
		linckley	4000		88,	
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	3/ E	xpress			99,	
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		earson 1	985		97,	
		antana			54,	
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	35′ B	eneteau			58,	
	34' V	/ylie		(3)	39,	
	34' P	earson			68,	
	33' P	earson			71,	900
	33' A	phrodite			27,	
	33, D	ehler			65,	
	33' R	anger, H	arken		34,	500
	33' N	ewport			40,	000
	32' C	&C Diese	el, Whe	el	40,	
		lorgan, D	sl, Wh	eel	35,	
	32' B	eneteau			39,	900
	30' T	artan			19,	500
	30' P	earson		(2)	20,	
	30' Is	land Bah	ama	C	FFE	RS
	30' H	unter			32,	
	30' N	ewport			28,	
	30' C	al 3-30			24,	
	29' E	ricson			23,	
	28' P	earson			31,	
	28' ls	lander 28,	, Diese	ľ(2)	22,	
		al 2-27			21	



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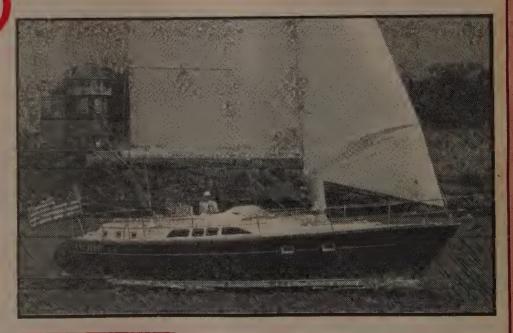
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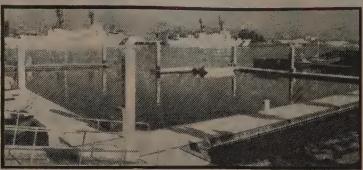
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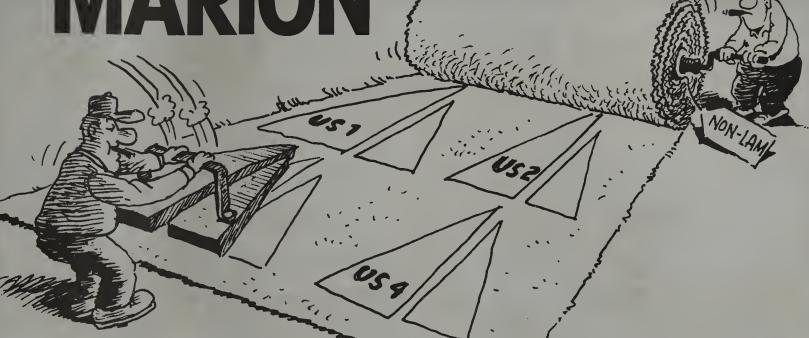
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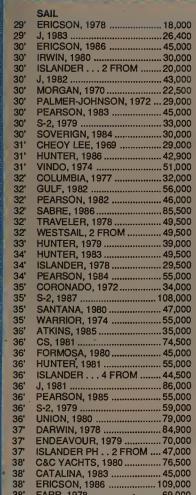
MAYA 41, 1988. High performance cutter. Teak decks, luxurious exotic wood interior, copoble of 200mile/day passages. Built at a cost of \$250,000... Owner will sell for . . . \$125,000.



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39'	LANDFALL, 1978	79 200
10,	CHALLENGER, 1974	84 500
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	CHEOY LEE, 1968	
10'	FREEDOM, 1981	
10,	LIDGARD, 1982	
:1°	FORMOSA, 1972	79,500
11'	FREEPORT, 1976	98,500
11"	MAYA, 1988	
11'	NEWPORT, 1973	
111	RHODES, 1966	
12'	BREWER, 1987	
_		
12'	CHEOY LEE, 1971 /	
12'	HOLLAND, 1959	
13'	CHEOY LEE, 1983	
13.	STEEL SCHOONER	68,000
13'	COLUMBIA, 1970	75,000
13'	HANS CHRISTIAN, 1977.	125.000
13'	OFFSHORE, 1979	85,000
13'	WESTSAIL, 1975	101 000
4'	HARDIN, 1979	99,000
	DETEROON 1977	99,000
4'	PETERSON, 1977	124,400
15'	EXPLORER, 1979	
15'	HARDIN, 1982	
16'	CAL 2-46	135,000
16'	MORGAN, 1980	148,500
17'	PASSPORT, 1985	220,000
7'	VAGABOND, 1978	
8'	CSTM STL KETCH, 1981.	250,000
18'	HANS CHRISTIAN, 1986.	295,000
18'	HUGHES, 1971	
32'	CSTM STEEL, 1979	185,000
55'	SWAN, 1984	1,150,000
	POWER	*
28'	BAYLINER, 1984	35,500
30'	TOLLYCRAFT, 1975	33,000
30'	TOLLY, 1975	35,000
30'	McCRARY, 1927	22,000
32'	TROJAN, 1974	52,500
32'	BAYLINER, 1986	69,500
34'	FIBERFORM, 1977	66,000
36'	STEPHENS, 1954	27,500
36'	STEPHENS, 1954 SEA RAY, 1979	77,000
36'	MODERN, 1983	77.000
6'	GRAND BANKS 1974	79.950
37'	HERSHINE, 1979	69.750
10'	MARINE TRADER, 1978	125.000
10,	CHB 1988	175,000
10,	HERSHINE, 1979	77 86,000
	DESCRIPTION IN THE	00,000



40' CAMPER NICHOLSON 1979. 60hp dsl Pristine all around yachtsman's yacht — new sails, inside steering, radar, AP, aftstateroom, aft cockpit. \$110,000.



CALIFORNIA 42, '86 Spaciaus and elegant per-farmer. Call for mare details. This dreamboat can be yours far anly \$211,000.



CHEOY LEE Offshore 40, '67 Painstakingly restared to bristal candition (we mean it too!) 75hp dsl, A/P, Loran, new sails. 6'4" headroom. \$69,000.



31' VINDO 40, '74 Swedish slp w/diesel aux, full keel, B&G instr, teak decks & varnished mahog. cabin sides, 6 sails, dodger, sailing dinghy. Exccand. \$51,000.



52' IRWIN KETCH 1978. Just listed, New sqils, autapilot, radar, DS, KM, WPT, WSPD, Loran, AC, refrig, freezer, Avon Redcrest, 3 staterooms. \$159,000 ar b/a.



PEARSON 36, '85 Like new! Yery spacious layout, aft cabin and she sails like a racing machine. \$97,000.

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70,000 76,500 45,000

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FARR, 1978HANS CHRISTIAN, 2 FRM

KETTENBURG, 1957 ... CAL, 1979

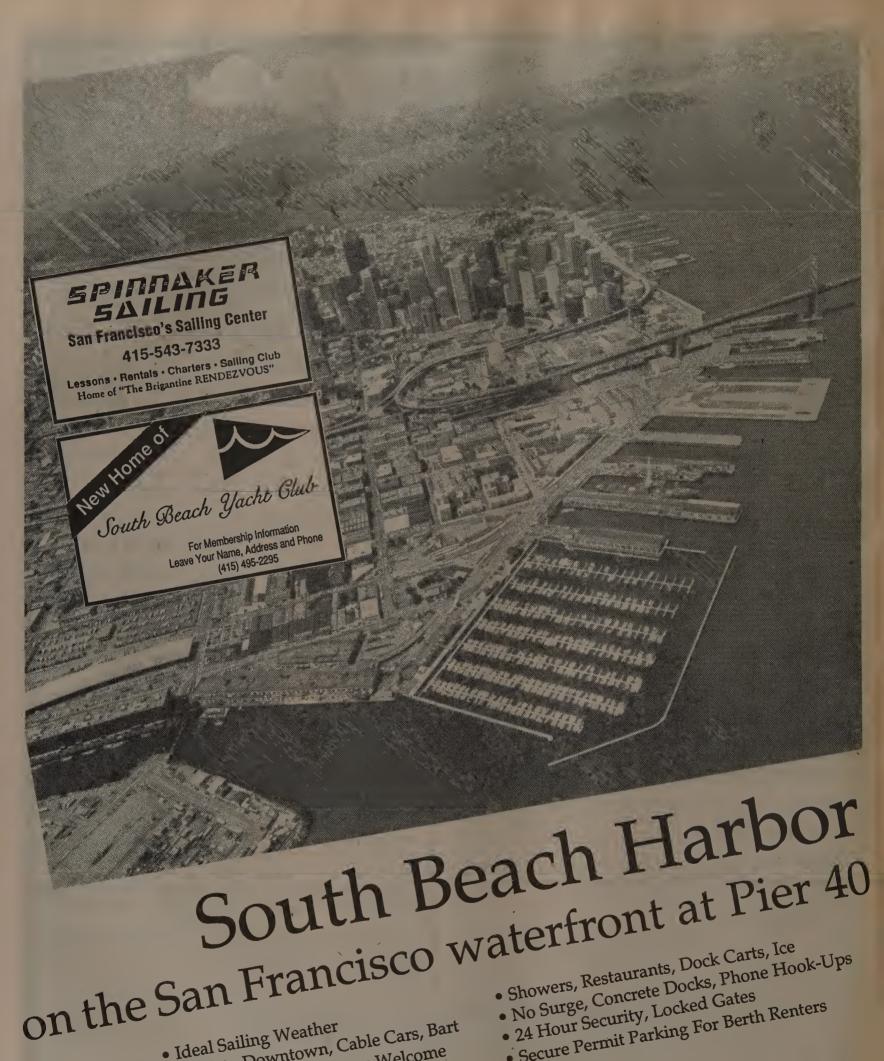
ERICSON, 1971

38' 38' 38' 38' 39'

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HANS CHRISTIAN 43, 1 3.5kw gen set, performance keel, spinnaker gear, big holding plat, refer, freezer, custam head with tile. \$125,000.



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CALENDAR

Nonrace

February — Various boating safety classes — too numerous to mention. For one in your area, call Coast Guard auxiliary memebers Vince McCarthy, 456-9303 or Bob Perlman, 332-3999.

February 2 — Trailer Sailing in Northern California, a free slide illustrated presentation by John Hunter at the Stockdale Marine

Theatre, Sacramento. 7:30 p.m., (916) 332-0775.

February 4 — Sunshine, siestas and satisfying sailing: Vern and Beryl Beckwith will share their insights on cruising in Mexico. They, along with their four-year-old daughter Robyn, have just returned from two seasons South of the Border on their 44-footer. Ballena Bay

YC, 7:30. Sharon Flood, 987-0821.

February 5 — John Neal and Barbara Marrett (Mahina Tiare) present a 1.5 hour in-store Cruising Workshop at West Marine Products in Sausalito, 7 p.m. Blends information, demonstraions of gear and slides of their recent cruise from New Zealand to Fiji. Profits from \$5 tickets go to Earthtrust to help them end drift net fishing in the Pacific. Program repeated at other WMP stores as follows: South San Francisco (2/6), Oakland (2/7), Newport beach (2/13), Long Beach (2/14), San Diego (2/16). Call your local WMP for details.

February 8 — Hans Christian Owner's Association Organizational Meeting. All Hans Christian owners are urged to attend. Encinal YC;

7:30 p.m.; dinner available beforehand. 522-3272.

February 2-11 — 34th Annual Southern California Boat Show at the Los Angeles Convention Center. Southern California Marine

Association, (714) 633-7581.

February 11 — Commodore's Open House at the Tiburon YC, 4-7 p.m. Boat owners and prospective members are invited to enjoy TYC's recently renovated clubhouse and meet their fun-loving members. Alice Martin, 457-0952.

February 12 — West Marine Pacific Cup general information meeting. Berkeley YC; 7:30-9:30 p.m.; for more information, call

Pauline at (408) 462-9145.

February 12 — Karl Kortum, maritime conservationist and historian, will speak on "The Hyde Street Historic Ship Collection — How it Came to Be". At the Golden Gate YC at 7:45 p.m. (buffet dinner, \$10, at 7 p.m.); sponsored by the SF Recreational Harbor Tenatns Association. Reservations, 752-0531.

February 13 — Slide show: Inside Passage, Seattle to S.E. Alaska. Based on two trips made by Donald Goring. 7:30 p.m. at the Lee Sails loft in Alameda; free; wine, bread and cheese served. Donald, 523-

February 14 — TransPac Seminar: Safety Equipment. Liferafts, EPIRBS, etc. As always, at Metropolitan YC; 7-10 p.m.; free. Sponsored by the Singlehanded Sailing Society. Shama Kota, 332-

February 17 — Laney Flea Market in Oakland. Every third Saturday of the month is devoted to buying and selling marine equipment. Located off I-880 at 7th and Fallon; 7. a.m. until 4 p.m. Laney Flea Market, 769-7266.

February 24 — RYC/SBRA Small Boat In-the-Water Boat Show. Check out SBRA boats, meet the class reps, go for test sails. 11 a.m. to 4 p.m. Dress accordingly. Scott Rovanpera, 939-4069.

February 24-25 — Protest Management Seminar. Encinal YC; 9

a.m.; sponsored by the YRA, 771-9500.

February 24-25 — Cal 29 Association Cruise to Angel Island. Don Jones, 820-8171 or Fred Minning, 938-5649.

March 2 — "There and Back Again"; slide illustrated narration by circumvaigators Don and Jo Ann Sandstrom (Anduril). Stockdale Marine; 7:30; (916) 332-0775.

March 3 — Race Management Seminar. Berkeley YC, 9 a.m.

Sponsored by YRA, 771-9500.

Racing

February 3 — Manzanillo Race. San Diego YC, (619) 222-1103.

1990 SAN FRANCISCO BAY **IMS CIRCUIT**



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1990 SCHEDULE

Lightship Race, IYC	. April 7
Vallejo Race Weekend, VYC	. May 5 & 6
Stone Cup, ST. FYC	. May 19 & 20
Farallons Race, SFYC	. June 16
SFYC Regatta Weekend	. June 30 & July 1
EYC Regatta Weekend	. Aug. 4 & 5
Stone Cup II, St. FYC	. Aug. 10, 11, & 12
Drakes Bay Race, SYC	. Aug. 25 & 26
Jazz Cup, SBYC	. Sept. 1
Half Moon Bay Race, CYC/MYCO	, Oct. 6 & 7

Put the ten best events of the 1990 season on your calendar with one entry. This is the racing schedule everyone has always wanted, now it's here.

Crews will love the parties. Skippers, you'll appreciate the simplicity. Just send in one entry form with a copy of your IMS certificate and you're automatically entered in all ten races in the Circuit, including both Stone Cups and the Jazz Cup. Plus, your entry also enrolls you as a USYRU and SF YRA member.

If you have an existing 1989 IMS certificate, be sure and revalidate so you can enter. If you need a certificate, act now while there is still time. Many boats only need minimal measurements to obtain a certificate.

Entry forms will be mailed to all current IMS certificate holders. Others may obtain forms by calling the SFYRA 771-9500.

For Further Information Contact:

PAUL C. ALTMAN 0 632-7461 H 522-0679

JOHN CLAUSER 0 643-5263 H 443-6499

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- Rudder and centerboard pivot up.
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 Fully-cored hull and deck with excellent impact resistance.
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J-24 (4)from 10,500
24' Captiva '8612,000
25' Santana '819,500
26' Ranger '7111,950
28' Cal '6815,500
J-29 '8327,500
29' Ranger '73 17,500
30' Coronado '7020,000
35' Coronado 35,000
36' Pearson '8174,000
36' Islander '7659,000
37' Ranger38,500
37' O'Day '8055,000
38' Catalina '8345,000
41' C&C Racer '83 125,000
41' Yankee Clipper '72 63,000
41' C&C Custom '82 Racer . 110,000
43' C&C '72 19 bags of sails .75,000
43' Gulfstar
46' Formosa '80110,000
50' Force '74 125,000
POWER
25' Saratoga '79 12,000
30' SeaRay Express '79 28,500
44' Marine Trader '77 85,000
45' Gulfstar '79 170,000
47' Monk McQueen '6455,000
48' Barbee '4329,500
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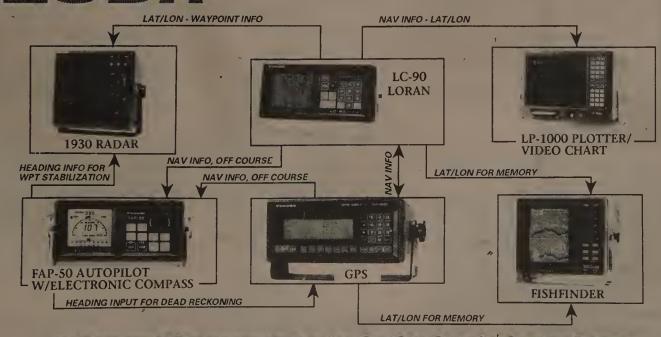
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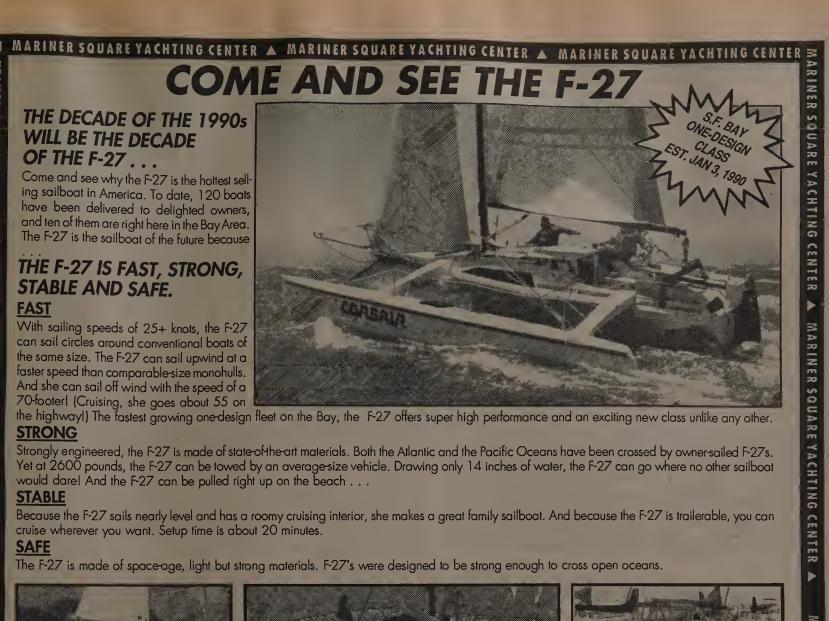


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	FREEDOM w/trlr .		3
21'	FREEDOM		4
25'	US w/trlr		4
29'	CASCADE, '65		4
30'	HUNTER, sharp!		4
30'	ISLANDER		4
30'	PEARSON	29,500	43
30'	FREEDOM	79.500	4
31'	RUSTLER full keel		4
31'	PEARSON '78		4
32'	FREEDOM		50
32'	GULF PILOTHOUSE		6:
35'	SANTANA		61
36'	MAGELLAN		10

3	9'	FAIRWEATHER, '88	130,000
3	191	FREYA, '78	79,500
4	10'	NORSEMAN	
4	0'	PEARSON	77,000
4	11	FREEPORT	115,000
4	116	COOPER	89,000
4	2'	PEARSON, '82	125,000
4	3'	TASWELL	222,000
4	4'	PETERSON aft o	ab.110,000
4	41	SWAN '79	\$185,000
4	8,	MAPLELEAF	
5	0'	SANTA CRUZ	165,000
6	3'	CUSTOM KETCH, '7	
	0.	"ANA MARIA"	
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42' TAYANA 1985 Center cockpit cutter. Offshore cruiser w/ 29 147 lb. disp. and 1009 sq. ft. of sail! Fwd. & aft staterooms. Furling jib & staysail. Beautiful interior – like new! Low hours. \$135,000



37' TAYANA 1983 Cutter Mark II. Seven sails, windvane & AP, solar panels, dodger, radar, Loran, SatNav, Nielson windlass, refrig/freezer, + more! Cruiser deluxe! Call on this one! \$95,000.



39' FREEDOM 1983 Express-Schooner rig with carbon fiber free-standing masts, fin keel w/skegged rudder; fast & easy to sail! Spacious interior, 44hp dsl aux. Reduced. \$99,500.



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37' HUNTER 1983 Cutter. Aft cabin, dsl aux, dodger refrig, electronics, shows as new! Just listed: \$53,500.



32' FREEDOM SLOOP 1987. Carbon fiber arms, three sails, Yanmar 22 hp diesel aux, Dsl aux, 8 sails, ash & teak interior! This is a AP, SatNav, shower, equipped for cruising cruising boat & so equipped!! Try \$29,500.





41' LYTTON Cutter 1980, (sloop rigged). Perry design, four sails including new spinnaker. Offshore design, good equipment. Well maintained! Attractive! Asking \$99,500.

- THIS MONTH SPECIALS

 Ericson, '74, i/b aux, 3 sails, Help!
 Columbia, new rigging & sails (4) in '85, i/b aux.
 Ericson Sloop, '79, dsl aux, wheel steer. Nice!
 Custom Steel Yawl. World cruiser! Cozy.
 Catalina S&S Design, 4 sails plus spinnaker. Clean!
 C&C Landfall, '79, four sails, rod rigging. Sharp!
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- \$10,950

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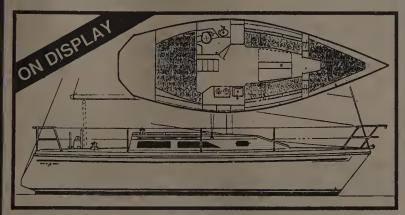
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All new spacious 28 footer with 2 private double berths. Large head and galley, pedestal steering, walk-in transom, inboard diesel and more. a beautiful new boat with the comfort and room of most 30 footers. Sailaway \$37,500.



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Large 13'10" beam, two aft staterooms with head. Very large forward owner's stateroom with private head and separate shower. Walk-in transom to a large well laid about cockpit. A great sailboat at \$110,000, sailaway.

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22' CATALINA, 1982	\$5,000
22' SANIANA	4 500
22' O'DAY, 1984	8.500
23' RANGER, 1973	6.000
25' MERIT, 1979	10.500
25' CATAUNA, 1981	10.900
25' O'DAY, 1976	10:900 ·
27' CATALINA (3) FROM	M 14,500
28' CAL, 1967	11,500
29' PEARSON	24,000
30' COLUM8IA (9.5)	
30' CATALINA (3) FRO	M26,500
30' RAWSON 30, 1971 ,	
30' RAWSON (P.H.)	33,000
30' CATALINA (4) FROM	
30' FISHER (P.H.)	
31' PEARSON, 1978	
	44,900
32' WESTSAIL, 1975	
33' NAUTICAT (P.H.)	
33' MORGAN	42,000
34' CATALINA, 1986	
34' CAL , 1976	
34' HUNTER	49,000
36' PEAR5ON, 1981	
38' CATALINA 39' FREYA, 1981	
39' FAIRWEATHER	
40' BENETEAU, 1983	
43' COLUMBIA, 1971	
POWER	07,000
36! UNIFLITE, 1977	65 000
40' SILVERTON	
40 31LVLKIOI4	117,000

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39' FREYA, 198194,000
39' ERIC5ON, 39B, 197565,000
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37' FISHER, 1974 125,000
36' CATALINA, '84.3 FROM 57,500
35' NIAGARA, 1981 69,99.
34' CATALINA, 1986 58,000
32' ERIC5ON, 197235,000
31' HUNTER, 198338,000
30' NON5UCH 3 FROM 65,000
30' CATALINA 4 FROM 24,900
30' ISLANDER, 1979 28,500
30' O'DAY, 197928,000
27' COLUMBIA 8.3, 1977 22,500
27' CATALINA 4 FROM 11,500
27' NEWPORT, 1973 11,800
26' NON5UCH, 1982 49,000
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26' COLUMBIA, 1970 9,500
26' CATAUNA, 19769,500
25' O'DAY, 1976 11,400
25' MERIT, 1983 10,000
25'-US, 19829,000
25' AMERICAN, 19744,000
23' CLIPPER, 19775,500
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22' CAPRI, 1987 11,000
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22' COLUMBIA, 1968 3,500
20' CAL, 1965
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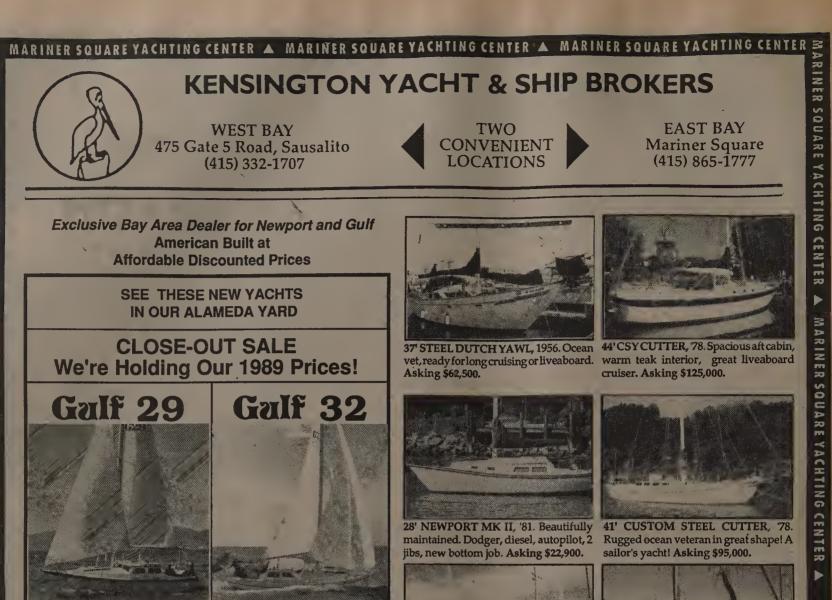
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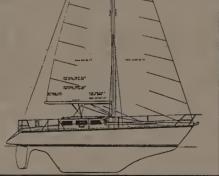
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28'	NEWPORT, '79	16,000	38'	CATALINA, '83	43,
301	S-2 SLOOP, '79	29,500		EASTERLY slp, 1978	
30'	NEWPORT-II, '79		39'	NEW ZEALAND slp, '82	69,
31'	DUFOUR, '79			FREYA, '78	
32'			40'	STEEL P.H. M/S, '77	79,
32'	GULF P.H., '82	54,900	41'	NEWPORT, (2) from	49,
32'	BENETEAU, "81		41'	FORMOSA ketches, (2) from	. 65,
33'	RANGER, '76	28,000	42'	STEEL cutter, '87	135,
33'	HUNTER, (2) from	36,000	43'	GARDEN ketch, '77	
34'		51,000		PETERSON cutter, '75	
			45'		
35'	CORONADO, 1972		45'		
35'	ERICSON, '79		45'	RHODES M/S, '71	
36'	CATALINA, '84		47	PERRY cutter, '81	
36'	ISLANDER, '79, dsl	54,000	47	BLOEWATER ketch, '77	
36'	ISLANDER FREEPORT,	'8384,500	47		
37	ENDEAVOR, '82	74,500	60'	GAFF cutter, 1911	
	RANGER, '73		66'	TOPSAIL SCHOONER, '79.	

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'77	\$ 12,000
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	ERICSON	'83		42,000	33' C&C	'81	
-	OLSON ULDB	'82		20,500	35' C&C LANDE	ALL '82	
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	S-2	'79		29,950	35' FANTASIA	'76	
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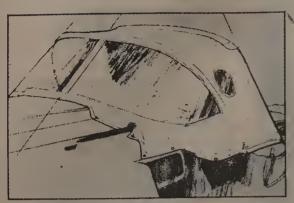
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CALENDAR

February 4 — Leg four of the Whitbread Race: Auckland to Punta del Este, a mere 6,255 miles.

February 10-11 — RYC/NCYSA Youth Symposium/Regatta. El Toro and Laser training for juniors (9-19) at Richmond YC. Call the Northern California Youth Sailing Association hotline (995-4722) or Patrick Andreasen (347-0259) for more.

February 14-21 — MEXORC: the highlight of this year's cerveza circuit. Jeff Littell, (714) 955-2710.

February 25 — More RYC Small Boat Midwinters. Kim Desenberg,

March 17-18 — Big Daddy Regatta. Open to yachts with IMS certificates (if you don't have one yet, no worries — the Wizard will assign you a temporary one). Race chairman Nick Barnhill promises the "usual outrageous party, dancing and story telling". All this, and a regatta too! Richmond YC, 237-2821.

March 31 — Ano Nuevo Race. A 78-miler from Monterey to Ano Nuevo and back. Brrrrrr! Monterey Peninsula YC is the host, (408) 372-9686; Gene Maly is the race chairman, (408) 375-0648.

April 28 — Doublehanded Farallones Race. Sponsored by BAMA. Don Sandstrom, 339-1352.

Midwinter Races

BERKELEY YC — "Chowder Races". 2/24, 3/31. Paul Kamen, 540-6324.

BERKELEY & METROPOLITAN YC — 2/10-11. MYCO, 536-7450. **CORINTHIAN YC** — 2/17-18. CYC, 435-4771.

COYOTE POINT YC — 2/10-11, 3/3. CPYC, 347-6730, or Ruth Lee, 342-1571 (nights).

ENCINAL YC — "Jack Frost Series". 2/17, 3/17. Shirley Temming, 521-0966.

GOLDEN GATE YC — "Manny V. Fagundes Seaweed Soup Perpetual Series". 2/3, 3/3.Tom Martin, 826-6516.

SANTA CRUZ YC — 2/17, 3/17. SCYC, (408) 425-0690.

SAN FRANCISCO YC — 2/24-25 (winter series). Bruce Darby, 435-9133.

SAUSALITO CC — 2/3, 3/3. Robert Kowolik, 459-4807. **SAUSALITO YC** — 2/10-11. Peter Gibson, 331-2277.

VALLEJO YC — 2/4. VYC, (707) 648-9409.

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

February Weekend Currents					
Date	Slack	Max	Slack	Max	
2/3/Sat	0046	0355/2.6F	0649	1013/4.2E	
	1430	1736/2.9F	2054	2251/1.5E	
2/4/Sun	0200	0500/2.2F	0751	1119/4.4E	
	1536	1847/3.2F	2204		
12/10/Sat	0148	0417/2.9E	0736	1029/3.2F	
	1320	1625/4.6E	2015	2312/3.8F	
2/11/Sun	0222	0453/3.1E	0821	1112/3.1F	
	1406	1705/4.2E	2051	2345/3.5F	
2/17/Sat	0011	0314/1.5F	0606	0926/3.1E	
	1357	1659/1.9F	2012	2309/1.0E	
2/18/Sun	0122	0413/1.4F	0705	1028/3.2E	
	1500	1814/2.1F	2120	2309/1.0E	
2/24/Sat	0049	0315/3.0E	0629	0924/3.3F	
	1216	1525/5.0E	1910	2206/4.0F	
2/25/Sun	0120	0352/3.5E	0711	1007/3.5F	
	1304	1606/4.8E	1944	2240/3.9F	

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5 2	Short	289900	\$925.00	825.00
5 ¹	Long	283697	\$969.00	875.00
5 ²	Long	289918	\$935.00	830.00
8	5hort	283754	\$1195.00	1149.00
8	Long	283648	\$1205.00	1159.00
9.9	5hort	283655	\$1465.00	1399.00
9.9	Long	289926	\$1485.00	1415.00
15	5hort	283663	\$1595.00	1550.00
1 Exte	rnal tank			

Not all models stocked in all stores

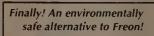


2 Internal tank

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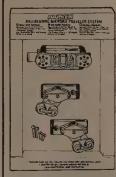
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Avg.	Everyday			
8rk.		Low	SALE	
Strength	Model	per ft.	per ft.	
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4200	405894	\$0.44	.36	
7000	405902	\$0.75	.59	

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Entries for the 1990 West Marine Pacific Cup are now being accepted. Call the West Marine store nearest you for complete details.



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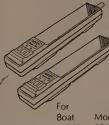
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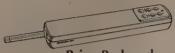
- For tiller steered boats to 45'
- •185 lb. maximum thrust

• Off course alarm

Model 293019

• Draws .4 amp (average) Model 232991





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• For tiller steered boats to 34′

• Hefty 125 lb. maximum thrust

• Draws just .3 amps (average)

Price Reduced 375^{00}

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- Draws just .3 amps (average) Model 293001



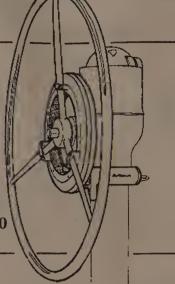
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All Autohelm Autopilots Offer:

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- Auto trim Auto tack Visual and auto status indicators Off-course alarms.

All operate on 12 volt DC and carry a 2 year warranty.

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Loran Interface Model 336149 Remote Control Model 302935 Only 42900 Only 9900



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Provides Depth, Speed, and Distance information in one instrument. With Thru-hull Transducer Model 407577

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Sale 18900

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The information you need in a small, high value package.

This unit is perfect for the fisherman who wants to keep things simple and doesn't need all the bells and whistles of the more expensive units. It has a zoom feature so you can see the overall view of what's below or an enlarged view of a specific area. The 476 pixels/sq" Super Twist LCD screen shows fish with little symbols so it's obvious when you've found a "hot spot".

- •240' depth range
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- •Shows fish with fish symbols
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- •LCD measures 3 5/8"H x 2/3/8"W Measures 5"H x 5"W x 2 1/4"D WITH 200kHz TRANSOM MOUNT TRANSDUCER (ideal for trailerable boats) Model 376087 Everyday Low Price \$199.00



Sale 31900

- 100 waypoints
- On-screen information includes lat/lon, spd/course, bearing and distance to waypoint
- Alarms for low signal strength, loss of signal and waypoint arrival

Its small size makes it ideal for console boats!

DXL 6300 LORAN

Now you can get all the features you want in a really compact little package at an amazingly low price. It'll fit right in front of the steering station on big and little boats alike. Easy-to-understand on screen prompts provide instructions on how to operate the different functions.

- Automatic chain selection
- NMEA 0180/0183 output
- 1 3/4" x 2 5/8" LCD
- Draws 400 mA
- Measures 51/2"H x 43/4"W x 2s/8"D

Includes coupler and cable (antenna and mounting bracket sold separately). Model 375261 Everyday Low Price \$339.00



Sale 128900

- Peak power of 1 kw.
- Picture freeze so you can examine
- any screen at your leisure

makes sense for small boats! LDR 9910 RADAR

This is the first radar that

A compact case (9"H x 7"W x 3 3/4"D) allows it to be mounted where other radars cannot. The SuperTwist LCD display is 3.7"W x 4.4"H with 200×240 dot resolution. Because it's an LCD, you can easily read it in direct sunlight, in shade or at night. This is the perfect radar for smaller offshore fishing boats or sailboats (we have one on our Santa Cruz 40 "Promotion" and its great!) Compact radome antenna comes with 30 feet of antenna wire.

18" in diameter and weighs only 12 lbs.



Sale 52900

- 80 waypoints
- On-screen information includes lat/lon, spd/course, bearing and distance to waypoint
- · Alarms for low signal strength, loss of signal, off track, waypoint arrival and anchor drift limits

DXL 6500 PLOTTER LORAN

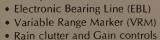
Really simple to use.

This new Loran has a user guide screen to make operating it a snap. It also plots your course on the high resolution 1552 pixel/sq" Super Twist LCD screen so you can see where you've been and easily get back to that hot fishing spot. Plotter scales of 2, 5, 10, 20, 50 and 100 nautical miles allow you to zoom in or take a long-range look at your track. Built-in batteries ensure that the memory in the unit won't be lost if the power supply is interrupted.

- Automatic chain selection
- NMEA 0180/0183 output
- 3 3/8" x 4" backlit LCD
- Draws 700 mA
- Measures 7"H x 7 1/2"W x 3"D

Includes coupler and cable (antenna and mounting bracket sold separately). Model 376046 Everyday Low Price \$579.00

Prices good through February 28, 1990



- Loran C interface so you can see your Lat/Long and other information on the display
- Weatherproof construction for exterior mounting
- 6 ranges from 1/4 mi to 8 miles
- 10 mile range with offset
- Lowest power consumption 2.5 amps at 12 vdc.

Model 294017 Everyday Low Price \$1325.00

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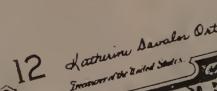
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LETTERS

READ THIS FIRST!

If you missed the announcement or weren't with us last issue, what follows on the editorial pages of this February 1990 issue is going to seem awfully strange: stories of races long past, obscure references to boats and events you've never heard of, deja vu passages that suddenly come back to life after you'd forgotten them — that type of thing.

The reason is that this is Latitude 38's "Greatest Hits" issue, a publication surely destined to become the holy grail of collectibles. You see, except for the Calendar and this note, everything in this issue has been reincarnated from the archives of the last decade—even the cover! Material was chosen for its variety, entertainment value and "historical" significance to the Northern California sailing community. We felt it was the best way to offer a perspective and say adleu to the 1980s—and besides, even we need a vacation from all this fun once in awhile. All the articles adhere as closely as possible to their original appearance and typefaces, so you can kind of trace our evolution, too.

We hope you enjoy reading this issue as much as we did putting it together. We'll be back to our regularly scheduled programming next month.

— the management

↓↑ A SMALL DOWNPAYMENT MAYBE (10/81)

In an effort to (at least partially) pay back the services rendered to us sailors, Folkboat #102, on Sunday, 8/8/81, came to the rescue of two U.S. Coast Guard personnel and towed their disabled (unofficial) power boat three miles, under sail, down the Estuary to the Government Island Coast Guard Training Center.

Anonymous

U↑ HOT AND THIN (10/83)

Recently a friend brought by some Latitudes I hadn't seen for me to read while on my deathbed. It was Christmas in August. I devoured each issue as if it were a chapter in a suspense novel (The Tactician Did It), but afterwards I discovered your magazine to be very wearing. Literally. Until then I hadn't really considered Latitude 38 a fashion accessory. However, my fingers were totally blackened and smudge marks were all over my sheets. What a mess! I was quite put out — having to shower while dying and all.

However, after I lived, I had an idea. Why don't you take all the millions earned from the various crew lists, scrimp on the guacamole and invest in a better quality print? Now I know you run a dictatorship, so go ahead and keep your lousy page numbers where no one can find them, but seriously folks, as much as the magazine gets passed around, you almost owe it, as a preventive measure for the last guy on the reading list, not to get eyestrain. So take heart, take BART, take the A train, or the last train to Clarksville, but please, when you get off the train — take it to a better printer. I beseech thee, and all that jazz.

P.S. I thought about sending this in on a second page carbon, but decided that would be carrying things a bit too far.

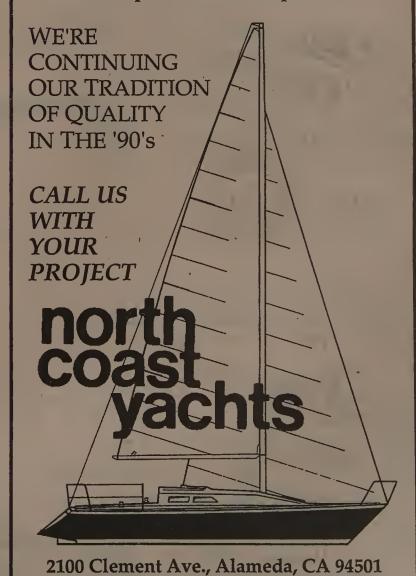
Bonnie Russell Lafayette

Bonnie — Yours is an excellent suggestion if it were not for three things, two practical and one theoretical. First off, you never ever scrimp on guacamole. Secondly, have you ever run into a severe t.p. shortage on the ocean and had nothing but Yachting and Sea aboard? We know you haven't, because if you had you wouldn't have made such a suggestion as this. As for the theoretical side, four-color slick publications are like TV: a hot, thin medium that overwhelms but is hard to get into. Wouldn't you really prefer that Latitude 38 stay cool and thick, something that literally sinks into your clothes and skin? That's what we thought.

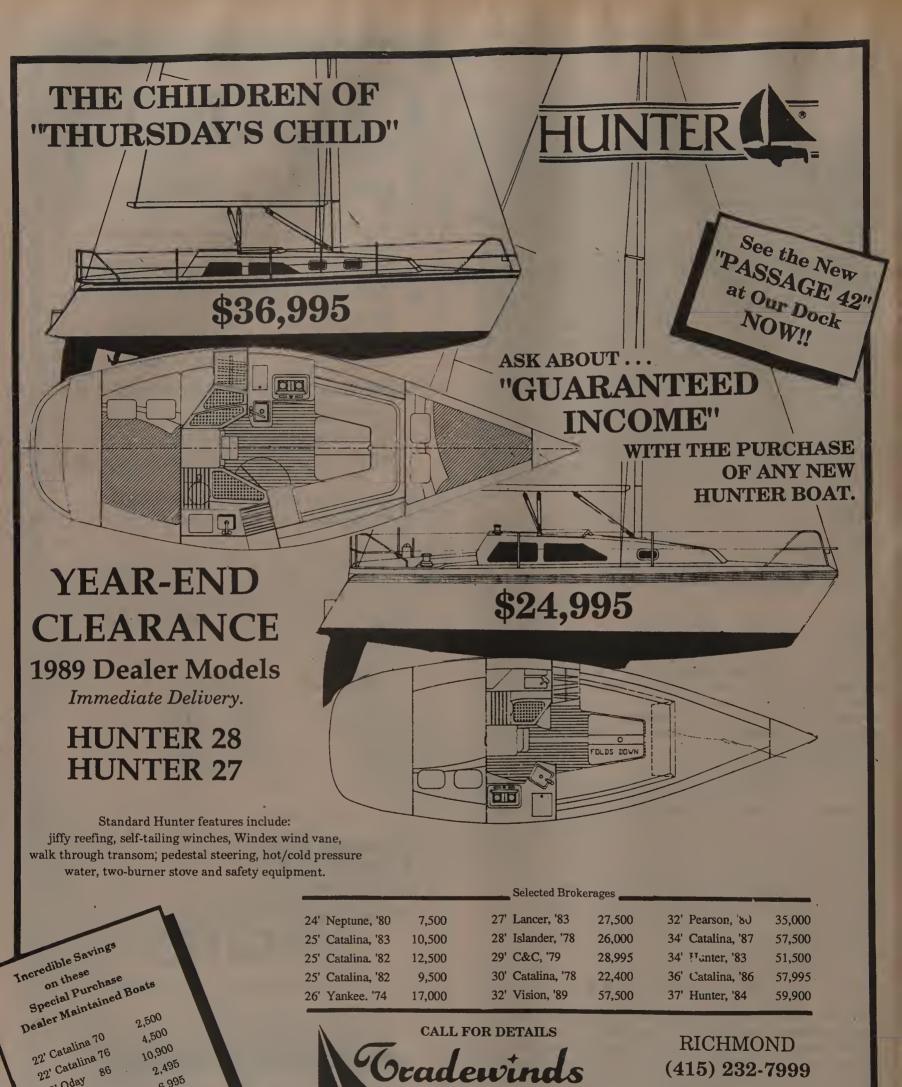
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LETTERS

UN WHY DIDN'T YOU SAY SO? (1/86)

Re: the names of marine stores.

Hell, I thought you meant a local chandlery or company.

The best name for a chandlery in the continental United States is Crook and Crook in Miami, Florida.

J.M. Deaver Hemet, CA

HAMBONE CONNECTED TO THE THIGH BONE...(8/84)

I hope I'm not churlish to point out an error in your very flattering article about me. There may, in fact, be others. I'm hardly the one to judge. But the one to which I refer is towards the end. Your statement referring to the repositioning of a tube in my patient should have read "trachea" instead of esophagus, a small but important anatomical difference. Were the latter correct, my colleagues in the legal profession would be anticipating a field day.

Dennis Surtees, M.D. Los Altos

Dennis — Sorry about the biological boo-boo. Internal organs were never as much fun for us as external ones. We are, however, very well aware that small anatomical differences can make a big difference.

U↑ WHAT ARE EDITORS FOR? (3/83)

It is impossible for me to express how very much I appreciate your publication. I am compelled, however, to comment on the language being used.

In one single issue, I came across two "shit"s and at least two words beginning with the letter "f".

As a writer I can only point out that it is totally unnecessary to use foul language just to make a point, or to be dramatic. Besides, who needs it? What are editors for, anyway?

It reminds me of something I read in the head of Solomon Grundy's not so long ago. Over the urinals, on a blackboard, written perhaps as a guide for writers seeking by-lines in Latitude 38, were these words in simple eloquence:

"A person who resorts to profanity and foul language in order to express himself adequately is an unmitigated, inarticulate asshole".

- author unknown Norman J. Clerk Oakland

Norman — At Latitude 38 we feel that editors do not exist to distort reality in order to foster the misconception that the world of sailing is all sweetness and light. The truth of the matter is that there are some sinkings, deaths, business rip-offs, and nudity -- not to mention the periodic expletives.

While we don't want to rub our readers noses in the unpleasantries of life, please don't ask us to be accessories to a Pollyannaic illusion. Our readers want the real picture, and that's what we try and give them.

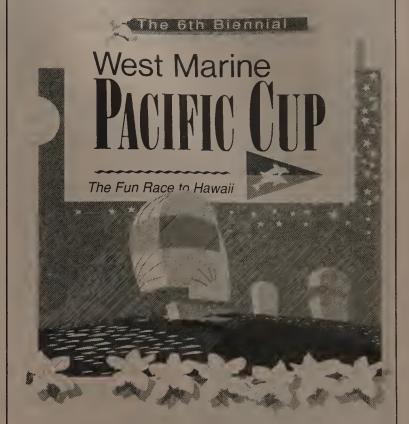
U↑ YOU'RE NOT SØ GREAT (8/81)

I like Latitude 38; that is why I am a subscriber. It has a tremendous local interest, it has many good articles, it has a reasonably low percentage of its pages dedicated to advertising (48% in July, compared to 67% for both Sail and Yachting), the cost per page of text is lower than that for other magazines (1.07 cents for Latitude, against 1.91 cents for Yachting and 2.36 cents for Sail), and even the advertising is local and pertinent. As I say above, I like the magazine. But... I have two complaints.

1. The constant publication of laudatory letters; this is unnecessary readers do not need that propaganda, non-readers are not reached by it — and somewhat unjustified: the magazine is GREAT, but not

THAT great.

Don't miss the boat!



Find out more about this Great Race to Hawaii

GENERAL INFORMATION MEETING

Monday Feb. 12th from 7:30 to 9:30pm at the Berkeley Yacht Club

- Meet others who have done the race
- Get all your questions answered
- Meet the Board of Directors
- Learn about our handicap system

ALL INTERESTED SAILORS INVITED!

PREPARATION SEMINARS - 7:30 - 9:30PM at the Berkeley Yacht Club

Thursday Feb. 1, 1990

- Boat prep/Safety Equipment/Jury rigging/Liferafts Thursday Mar. 1, 1990
- Crew prep/Food selection and storage/Medical issues Thursday April 5, 1990
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Sail with the Dashews

The Indian Ocean is the one stretch of water we've found which lives up to its reputation. The roughest leg is from Mauritius to Durban, South Africa. In that 1500 miles we encountered four severe gales, the last of which capsized one of our neighbors. By the time we and our friends had rafted into the dock in front of the Royal Durban Yacht Club, we all knew the right choices for successful cruising. And, they were plenty different than what we'd all thought when we started out! With the benefit of hindsight all of us would have spent our time and money differently.

That's why we've written this cruising encyclopedia. To help you make the right choices for your own style of cruising before you head out; to shorten your learning curve with the hundreds of decisions you'll

have to make about systems, rigs, hull design, and the cruising life style, whether it's for a summer cruise or a circumnavigation.

We'll show you the minimum requirements for each cruising situation. What you need (and more important) what you can do without. You'll learn how to think about cruising in an integrated manner, considering all the aspects of each decision beforehand.

This is not only a reference work, but a book of doing. It's lessons we've learned (some the hard way) from two decades of boat building, 175,000 miles of sailing, and thousands of discussions with cruising friends in hundreds of anchorages around the world. Here's what the experts are saying about Offshore Cruising Encyclopedia.

"Offshore Cruising Encyclopedia is destined to become the standard reference for all sailors preparing to sail offshore. Vast experience shows in every page. The hundreds of photos and illustrations are invaluable. You won't find any other cruising text that can compare." George Day, Editor, Cruising World

"This may well be the best value in practical cruising information. An unprecedented collection of good ideas and answers to cruisers' questions. There is a revelation on every page." Freeman Pittman, Technical Editor, Sail

"Encyclopedia is the right word for this huge reference book which for years will be a standard guide for sailors preparing to go cruising." John Rousmaniere, Author, The Annapolis Book of Seamanship

"The beauty of the book is that you can plan your cruise, think situations through, and make decisions in the comfort of your living room, not under stress at sea.." Kitty James, Santana

"This book is definitive. It's easily the most informative sailing book we've ever read...this is as close to the bulls-eye as you can get." Richard Spindler, Publisher, Latitude 38

Normally, to find this much material in such depth would require the purchase of at least ten good marine books at a price tag exceeding \$250.00. We've integrated all this information in a



single volume with 943 topics and 790 photos and detailed illustrations packed into 832 pages. It's easy to read and works equally as well as an armchair or offshore reference. Now available (after two long years of work) for an introductory price of \$64.50. A savings of \$15.00 off the cover price - we'll even pay shipping and handling within the U.S.



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common sense, honed by the Dashews years afloat. A necessity for the fully found seagoing library." Patience Wales, Editor, Sail.

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LETTERS

2. The apparent inability of your Editor to grasp the difference between its and it's. It's driving me nuts! He is so consistently wrong, it's incredible!

Please take care of those two small points for me, and you will have 100% of my allegiance. I know this letter is somewhat laudatory, but I hope it makes its point.

> Mike Viarnes Walnut Creek

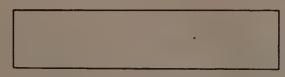
Mike - When we started Latitude 38 we knew we wanted a Letters column that wasn't as bland and predictable as that in Time, for example. That stuff's like processed food. As a result we decided we'd print whatever folks wrote, good or bad, written well or poorly. At times it may be repetitive, at times it may be boring, but we think it's still worth it if sailors know they have a place where they can speak their minds. Our editor, yours truly, does have a problem grasping the distinction between its and it's — something to do with the fact that he spent too much of his youth chasing girls and basketballs instead of English classes. Actually, its and it's are just the surface of the editor's inadequacies; last month a retired editor sent us a proofread copy of Volume 49 — there were over 100 errors. Naturally this is embarrassing, but we'll plunge ahead in the belief that while sloppy, it's still understandable.

↓↑ NO PROBLEM (8/84)

During my last visit to San Francisco in May, I picked up the May 1984 issue of Latitude 38. During my visits to California I generally make a point to pick up your publication, especially in view of the varied articles and interesting correspondence. My purpose in writing at this time is to ask for a copy of "the problem". The solution to the "mystery rectangle" was on page 39 in the Letters section. However, I would be interested in the original formulation of the problem.

Ronald J. Kallen. M.D. Cleveland Heights, Ohio

Ronald — The original formulation was thus:



Mystery rectangle.

↓↑↑ THAT EMPTY FEELING (9/83)

The annual Boreas Race from San Francisco to Moss Landing was an exhilarating and tragic affair this year. Exhilarating because over 50 vessels competed. The winds and seas for that downhill run were made to order. They pushed the racers towards the finish line in good time. However, it was a tragic day in Moss Landing Yacht Club history since the ultralight Wadical Wabbit disappeared with all hands and leaving no trace. The loss of John Lusher, Coastal Boat Broker and past commodore of the Elkhorn Yacht Club, along with Sanford Delano and Steve Cook (experienced TransPac racer), has left a void in the lives of many of us in the Monterey Bay. It has been the only time in 25 years of sailing that I've truly felt seasick. The empty feeling in my stomach will not go away, for it does not seem that the sailing conditions of that day warranted the loss of our friends.

It is true that the vessel Wadical Wabbit was not designed for open coastal work. Yet how often do we read accounts of small boats and even dinghies making incredible ocean voyages? On the other hand, of course, there are countless stories of well founded craft being lost at sea. The lessons learned from boating tragedies are countless. As a marine surveyor my number one job is geared towards furthering the development of safety in and on the vessels we choose to sail. Would these men be here today if their safety gear operated properly,



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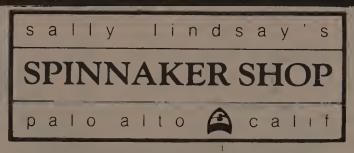
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or if they had a more extensive safety inventory? Would a canister liferaft, an emergency radio beacon or wetsuits with positive flotation devices have changed the picture? Should race committees oblige vessels to carry more safety-oriented gear? Should they screen questionable boats? It is true that the more regulations there are the more expensive racing becomes, which certainly limits the amount of sailors and craft that can participate in such an exciting sport.

The bare facts remain that no matter how much sea time one has, or how much equipment is on board, the sea is almighty. It deserves all the respect one can give it. There is no one to blame for the loss of Wadical Wabbit. The committee did raise questions as to the suitability of the craft. The designer as well as myself tried to discourage the vessel from participating. The ultimate decision as always is up to the captain and the crew. I certainly hope this tragedy will cause sailors in the future to consider their vulnerability while in the hands of the sea and take extra precautions to insure their own safe finish. As sailors and adventurers we know our time will come somewhere, someplace. When it does, it won't matter how prepared we are — or will it?

Joseph W. Rodgers Marine Surveyor Santa Cruz

U↑ NO INTERFERENCE (1/83)

Really enjoy your monthly shopper's guide. The editorial content hardly interferes with the ads at all. In the past three years, I've bought three sailboats, sold one, and spent enough money on boat crap to fund the redevelopment of East Tijuana. A lot of that money was spent as a direct result of ads in *Latitude 38*. Don't let advertisers shit you that giveaways don't pay!

Keep th paper sof. Now ha he mag. has grown o a full 30 day supply for 2, I may run an ad for a firs ma e. Jus broke the on ypewri er, so am unable give you any more complimen s.

Del Brandström "In erim" Pier 39

U↑ THE MEANING IS THE USE (10/84)

I've got to pick a bit of nit with you, about your reply to John Humphrey's quotation from Chapman (Letters, August 1984).

I'm on Chapman's side. Now, "knots per hour" is a perfectly legitimate measurement — of acceleration, not speed. The term "knots" is a measurement of speed. Acceleration and speed are different things; just as sloops and schooners are different things.

Does objecting to a sloop being called a schooner indicate "an unhealthy obsession with rules and order"?

Besides, just plain old "knots" is easier to say.

Jack Wahle Little Sebago Lake, Maine

Jack — Objecting to a sloop being called a schooner is an entirely different thing than quibbling over knots per hour versus knot per hour — except, of course, in places where everybody calls a schooner a sloop

Most people think that quibbling over distinctions like knot per hour and knots per hour is a mark of intelligence and that it causes no harm. This simply isn't true, as Wittgenstein and the other ordinary language philosophers demonstrated earlier in the century. Their major contribution was to expose many of the long-time philosophical problems as being nothing but language problems — brought on exactly by the kind of rigidity that Chapman embraces.

Like the ocean, the meaning and use of words flows and changes. To not recognize this flow is to end up with sentences like, "The King of France is bald", and not be able to say whether it is true, false or meaningless. In other words, on the coral reefs of communication.

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♦ NUTS TO KNOTS (10/84)

Whether it's Chapman's, Webster's Dictionary, International Maritime Dictionary (de Kerchove) — or any of hundreds of other references — the answer is always the same. It doesn't matter which coast or which country of the world. A knot is a unit of speed. The term "knot" means velocity in nautical miles per hour whether of a vessel or a current. It is also the measurement of a section of a (chip) log line usually 47-ft and 3-in long.

When you carelessly or blindly say 'knots per hour', you are saying 'nautical miles per hour per hour' — and now you are talking acceleration rather than speed. As a lifelong (now retired) sailor, I contend that acceleration doesn't have a whole helluva lot of

relevance in sailing.

I recently renewed my subscription. This one faux pas doesn't blunt my regard for your excellent publication.

George Hostetter Birmingham, Michigan

George — We're telling you guys it's rigidity such as this that got Descartes into the old mind-body problem. Don't be blinded by science.

U↑ OTHERWISE GOOD WORK (11/84)

I like your magazine the way it is, page numbers, paper, ink, departments, articles and ads. I recommend it to my basic sailing students, so I'm interested in keeping it a source of good information. You almost always provide that, but nobody's perfect, huh?

The term "knot" has a specific meaning, like "port" and "starboard". To misuse or promote misuse of a specific term is to promote ignorance of its correct meaning. The meaning of the word "knot" is true by definition and is not a living philosophy that changes

dynamically through the course of time.

To maintain that "knots per hour" be accepted as correct usage is to proclaim that Columbus should have agreed with the ignorant masses, and to complain that we shouldn't be so rigid as to not accept less than clear communication from a business whose responsibility is communication is to say we should expect less than the excellence of understanding of principles proper seamanship requires.

Otherwise you do good work.

Mordecai benHerschel Mill Valley

Mordecai — Nonsense. The way a word is defined is by the way it is used. Want proof? Take the sentence, 'He's going eight knots per hour'. How do we know whether the word 'knot' in that sentence refers to speed or to something made with a rope? By its use, Mordecai, and only by its use. That the meaning of a word is its use becomes very clear if you've had the chance to closely observe the way children acquire and use words and language.

We suppose it's possible for someone to survive in this world using and understanding all words and phrases by their strict dictionary definitions. But their use of language would be drab and colorless. In fact such a person would sound like scientific journals — where out of the necessity for precision everyone agrees you go by strict

definitions.

Catch you later — we hope you get our meaning and we think you do.

U TALK THAT TALK, BUT CAN YOU WALK THAT WALK? (12/84)

Your reply to Mordecai benHerschel's letter in the November issue was astonishing in its puerility. BenHerschel's argument was sound, and correctly reasoned.

If someone said to me, "He's going eight knots per hour," I would conclude that I was dealing with some lubber fresh off the farm who doesn't know the difference between port and starboard, aft and

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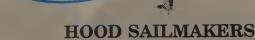
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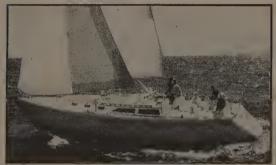
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after, alee and aloft, the right word and the wrong word.

It appears that you studied grammar under Lewis Carroll's White Queen. I commend to you the wisdom of Mark Twain, who wrote something to the effect that good writing demands that one use the precisely appropriate word, not an approximately or nearly correct one. You can read it for yourself in his essay on James Fenimore Cooper.

Yours for better, if not good, writing.

Ivan Leech Seattle

Ivan — The example in your letter perfectly illustrates the pitfalls of being so rigid about the use of words and language. By concluding anyone who says "he was going eight knots an hour" is a lubber fresh off the farm who doesn't know port from starboard — well, it leaves you looking like an expert on language and a fool about life. For from extensive personal experience we can tell you that many of the world's finest sailors and seamen use the world 'knot(s)' in such a manner.

Maybe Chapman, Mordecai, and you can talk a better game of sailing than these experts, but when it comes to an important race or surviving a storm at sea we'll stick with the guys who talk bad but sail well.

As for Twain's quote, we think you've misunderstood his point entirely. In The Adventures of Huckleberry Finn, for example, Twain was very precise about the words he had Old Jim use, but he deliberately didn't have Old Jim use them precisely. There's a huge distinction, and everyone who has read Huck Finn thanks Twain for recognizing it.

U↑ A LETTER FROM ORGAN (12/84)

Shame! Shame! You apparently forgot that editors can be a little bit "over-precise" about the use of words, too. I refer to your answer to Mordecai benHerschel in the November issue regarding the phrase "knots per hour". While I agree that "the way a word is defined is by the way it is used", I also realize that mathematical names and symbols change with usage very, very slowly.

However, you gave a real snide dig to Douglas Knapp in the October issue in asking where the hell is Frisco Bay. Hey, I know that residents of your area detest the use of the word Frisco/Frisco Bay. But if "the way a word is defined is by the way it is used", Frisco gets a lot of use (despite how much you do or don't like the phrase) and therefore is definable by the way it is used. You knew what bay Mr. Knapp had in mind and I feel you owe him an apology.

All that aside, I am a new subscriber and I love your magazine! Let me know if I can be of any assistance in information from the Oregon area. And yes, we are sensitive to the use of the spoken "Oreegone"!

Bonnie Crossley Jefferson, Oregon

Bonnie — Certainly we know what "Frisco Bay" refers to, but as lifelong residents of the region we're required to feign ignorance. We believed that by our 'use' of the feint, everyone would understand that we 'meant' no harm.

If, however, Mr. Knapp did not take it that way, we're fully prepared to offer him a Latitude 38 Roving Reporter T-shirt as settlement in full.

UNITARITUDE 38 PROMOTES CULTURAL CHAOS (12/84)

This knots vs. knots-per-hour thing is getting to be a regular section. I'm delighted to read that there are still some tough souls out there. I realized that getting editorially dumped on is part of the game, but Mordecai deserved better.

There's no question that word usages change with time. Words are symbols for concepts, which are open ended, i.e. change, and a

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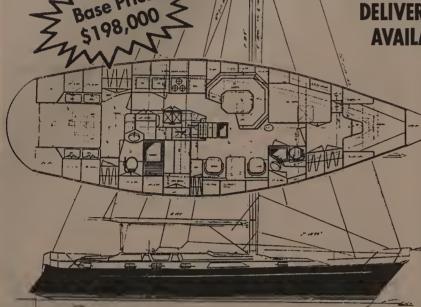


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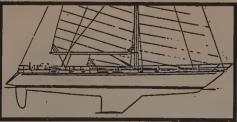
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word is sometimes applied to more than one concept. The answer to Latitude 38's question (how do you know if "knot" refers to speed or something on a rope?) is not usage, but context. The word "knot" has, through its evolution, become applied to two concepts (all sailors know how this happened), and the concept to which it refers is only clear when the context is clear. Further, in the context of speed, as opposed to the one which includes Matthew Walkers and knotty problems, "knot" has long meant nm/hr, a very simple concept. Hence the irritation felt by Mordecai, who recognizes that a perfectly adequate term is misunderstood by those who speak of knots-per-hour. The physicist rightly observes that nm/hr/hr describes acceleration rather than speed, but he is not the only one to object. The person who understands that words are symbols, applied to concepts derived by a process which connects them to an objective reality resents the practice too, because to do so is to sever concepts from their basis in the real world. The consequences include blurring the distinction between truth and falsehood, and are not just incidentally related to the cultural chaos so evident today.

To say that observing children's manner of language acquisition "proves" that words are just uses, exposes a fascinating and important matter, but your simplistic assertion is arguable, to say the least. There is insufficient space in your great (sailing) mag to go into this, but see Montessori, or better yet Rand, Introduction to Objectivist Epistemology for a much more lucid and productive discussion. The same work will also thoughtfully and thoroughly clarify your confusion of definitions with concepts or the words which symbolize

As to the 'drab and colorless' bit, that is the groundless contention of lemmings who are too indolent to discover the beauty of a rational way of life. One hears it in all kinds of contexts, which generally share an anti-mind sort of bias. Surely you wouldn't claim that the language of great authors is effective and colorful in proportion to their imprecision, would you? There's much more to words than their definitions, and confusion about the issue degrades both art and science. I'd love to pursue it, but I know when enough is too much. You should see me after one too many Pusser's!

Stephen M. Jackson Mill Valley

Stephen — Chances are they'll throw away all the nukes and have free press in Nicaragua before we could ever settle this issue. In what's going to be our final comment on the matter, let us only caution that holding the positions you, Mordecai, Chapman and all the rest wish to hold about language will only eventually lead you down the road to inexplicable paradoxes and unsolvable pseudo-questions. We think of Descartes poking around the thyroid gland looking for the answer to the mind-body problem, a pseudo problem caused by an overly restrictive view of language much as the ones you folks embrace.

But if you think we're crazy, well that's all right with us. As for you, Mordecai, please accept our apologies if we were overly aggressive in our response to you — as several readers have suggested. We'll try and be less rabid in the future.

U↑ CORAL REEFS OF COMMUNICATIONS (12/84)

I had not intended to participate further in the discussion of "knots" versus "knots per hour" that was prompted by my offering of a quotation from Chapman in the August issue. I cannot now resist, however, since the exchange of views has become so marvelously scholarly, what with all of the wonderful and long-gone philosophers

you have trotted out in support of your position.

But why are you breaking out such "big guns" to resolve such a simple issue of language? I am all for simplicity and fluidity in language so long as communication is achieved, but, as has been pointed out, "knots" and "knots per hour" simply don't mean the same thing. You seem to be contending that it really doesn't make any



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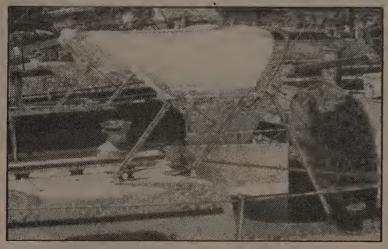


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difference because everybody knows what you're really talking about anyway. The logical extension of this way of thinking is to say that it is okay to call sails "sheets", as non-sailors do, because everyone knows what is meant. I feel that a sometimes dangerous sport like sailing benefits, as does the operating room, from reasonably precise language.

And, since we are now firmly locked in the polemical mode, I would have to say that your vituperations against Chapman are a rather classic example of the "argumentum ad hominum". You know, the one where you attack your opponent rather than the issues, usually because a viable argument in support of the issue — or against — cannot be constructed. As to the rest of your rather specious and/or puzzling arguments involving the hairless pate of the King of France (Oct.) and Chapman's imagined response to the highway patrol officer, I fear I must consign them to your poetastic "coral reefs of communication".

I will try not to be "blinded by science" (whatever that meant in the context in which you used it) if you will resist succumbing to the promotion of a simplistic, smugly egalitarian sailing language that manifests the entropic qualities of tending toward sameness and chaos. You don't, after all, have to be an anal retentive to want to communicate in clear and correct language. It's nice to be progressive and participate in the dynamism of language, but there is also much pleasure to be derived from learning correctly another language — in this case the ancient language of the sea.

Your Stuffy Old Fart in Naples, Florida John Pumphrey

John — A couple of comments on your fine letter — even though we've claimed to have given up the subject. One, we were not attacking Chapman personally, we were attacking his self-righteous attitude that anyone who says "knots per hour" is ignorant. That's simply false — to say nothing of being an "argumentum ad hominum" against a vast segment of the sailing population. As for logical extensions, you can damn well call sails 'sheets' if you want. You can also call them 'rags', 'canvas' or 'dacron'. In fact you can call them 'ruocks', 'chocolate', 'mpiths', or any damn thing you want to call them. Use those terms consistently and frequently enough and everyone will know precisely what's meant by them. Cause that's the way language has always worked, and it's the way it's working right now. At least from our perspective.

↓↑↑ ACCEPTING THE CHALLENGE (12/84)

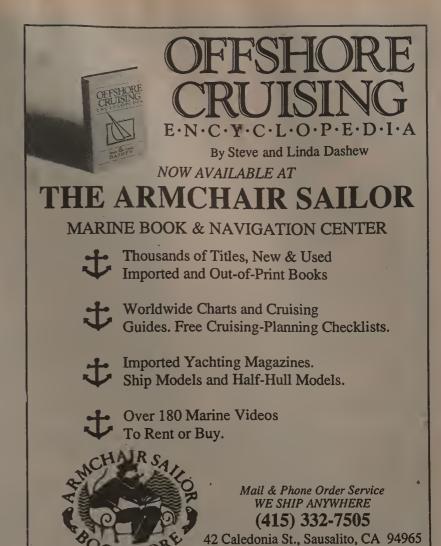
I dare you to print the following:

"Last summer we rented a cute kedge-rigged sloop to sail on Frisco Bay. With all three of its creamy white sheets pulling us along at nearly eight knots per hour, we didn't want to throw down the ground hook until we had had our fill of surfing into the freshets bouncing

against the body of our ship.

"When we finally tired of convoying about alone, we pointed for the nearest boat parking lot and knotted our tie-up ropes to the wind-things on the floating sidewalk. Then we went downstairs to our cute little bathroom between the kitchen and the bedroom and tidied up. Then we went onto the land and talked to the boat parking lot attendant. After a good meal at one of the fish-food places near the fishing ships in Frisco, we clambered back onto our little buoyant house, did a better job of folding the sheets around the sticks, and then climbed into our beds and slept like threshers.

"The next morning, after the sun had lifted over the waterline, we undid the tie-up ropes, pulled up the sheets, and pulled in on the sail ropes, speeding off into San Pablo Ocean. The 19-ft ship levered easily to and fro, obedient to the slightest push on the steering stick attached to the back-fin. In no time, helped by the strong tide-pools, we had come up to our home boat park in Sacto, lashed our ship down, and mopped the floor in the steering patio. With our raincoats stored in the closet, we closed the door and abandoned our little ship



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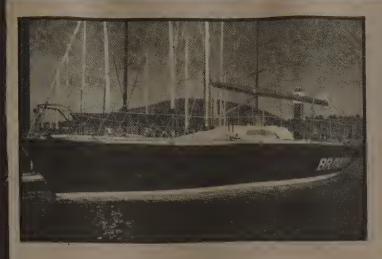
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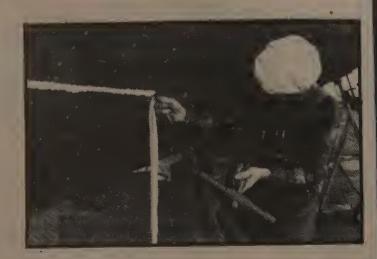
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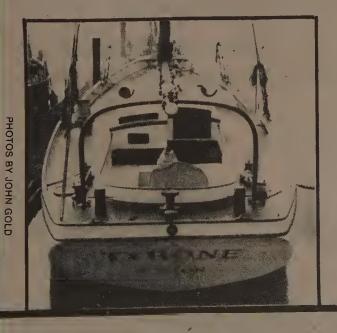


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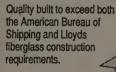
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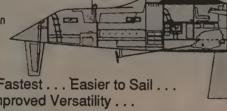
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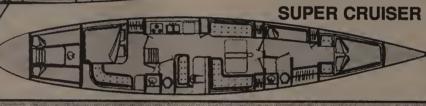


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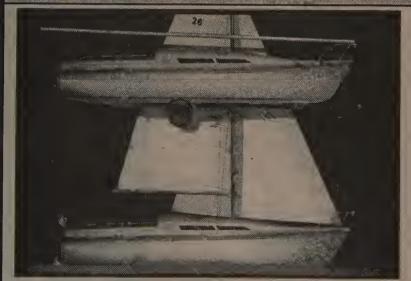
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in his bed-in-the-brine."

Your absurd insistence on the right to do wrong in the misplaced usage of "knots per hour", when carried to a (logical?) conclusion could invite stories like the above to be seen in your mag. Let's face it — one of the mystiques experienced boatsmen thoroughly enjoy is nautical lore, and your suggestion that it's all bullshit tends to be spoilsport. Within the true membership of the boating fraternity, there are some things held sacred — like true Northern Californians never say "Frisco". Even you don't confuse "sheets" with sails, though probably more landlubbers do than confuse "knots" with "knots per hour". I'm afraid that, in sticking to your guns, you're identifying yourself as an outsider to the club you cater to. I've sailed with "Don't confuse me with the facts, my mind is already made up" skippers before, and they nearly always run aground.

Richard C. Stenger Menlo Park

Richard — We run aground all the time, but we're pretty sure we're in deep water with this one. We had been so sure of our position that "knots per hour" was accepted usage that we never bothered to check the dictionaries. But since the controversy apparently refuses to die, we dragged out the 2,060-page Random House Unabridged Dictionary of the English Language.

If anybody else cares to do the same, they'll find that for the word "knot", in section 9 under nautical uses, definition C is: "(Loosely) a nautical mile". By virtue of that we conclude that saying "We were doing 6 knots per hour" is not only understandable, but acceptable—at least in loose society, the only kind to which we adhere tightly.

To say that we're spoilsports of nautical lore is incorrect; we simply refuse to submit to unwarranted precision. Like the tide, language slowly but very perceptibly changes. Why flog yourself by going against the flow when it's not necessary.

In regard to "daring" us to print your letter, we gladly print all letters, especially those that disagree with the positions we express.

Un more knots per hour nonsense (10/86)

Well, why stop when you are onto a good thing? I read the following passage in Sail Ho! by James Bisset and thought you would find it interesting.

Three weeks after leaving port, we were about 2,500 miles from England. One morning the Captain came up as usual to the poop deck, looked around at the sky and said to the Mate, "Heave the log, Mister"

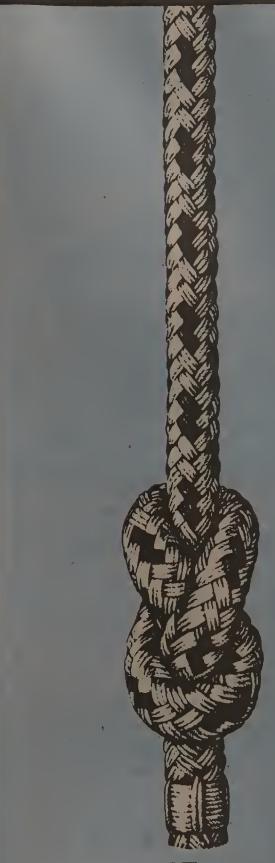
The Mate went below, and presently emerged with a hand log and sandglass. He handed the sandglass to me. I had already been taught my duty, which was not a very difficult part in the operation of heave the log. The other apprentice in the Mate's watch, Bill Huxley, and a seaman stood by as the log was heaved. The purpose of the operation was to estimate the vessel's speed in knots, that is nautical miles per hour.

A piece of white rag tied around the marked end of the stray line. When this rag passed over the stern, the apprentice standing by with the half-minute sandglass turned the glass over, and the measuring of the speed began. The line was marked, at precalculated intervals, with knotted yarn, so placed that the number of these knots which ran out over the stern in half a minute indicated the number of nautical miles per hour at which the vessel was traveling through the water.

At the time, 1898, Bisset was an apprentice on County of Pembroke, a barque out of Liverpool. Eventually, he became 2nd officer on the ship that rescued many of the Titanic survivors. He went on to become Sir James Bisset as well as Commodore of the Cunard White Star Line.

Maggie Lindley Alameda

Maggie — Thanks for the ammunition, but we suspect the 'knots



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per hour/knot per hour' controversy won't subside until we've gone on to our final reward.

We did enjoy the other excerpts you enclosed, and think our readers might like the one — racist as it may be — about the naming

of fractions of a knot:

'In the days of the smart Yankee clippers sailing from Frisco to China, there was in one of these clippers a Chinese cabin boy who couldn't be taught to do anything right. One day when the Bucko Mate was getting ready to heave the log, the cabin boy came up the companionway to the poop deck with a bucket of slops, and emptied it to windward.

"The slops blew back into the Mate's face. The clipper was slipping along at a smart pace. With a roar of rage, the Bucko Mate grabbed the cabin boy, bent the end of the log around his waist, threw him over the stern and hove the log with him as a droguel

"After the speed had been determined, the sailors quickly hauled on the line and dumped the half-drowned culprit on the deck. At this moment the Captain appeared on the poop and asked, 'What's the

"'Ten and a Chinaman, sir', answered the Bucko. Ever since then, any fraction of speed over the knot has been referred to as a 'Chinaman.'

♦ THE LAMENT OF A GERMAN BRUNETTE (7/81)

lt's me again, Ute, the German brunette you said you remembered from the last time I wrote. (Though these days I've taken to telling people that I'm Artesian when they ask me where I got my strange name!)

I'm sending you an extra stamp so you can forward this to "Rapid Ron" (who wrote to you in your May issue) if you like. I've got a few words for him... "WHERE WERE YOU WHEN I NEEDED YOU???????" All these many months I've been looking for a guy with a boat, someone reasonably attractive, mellow, and a decent sailor that could TEACH me something. Could I find any?? NO!! Oh, sure, there's plenty around, but most of the "yachties" I've run into are either too stuck up to talk to you when you confess you're a novice, or they get real friendly... until you find out three weeks later their wife isn't as thrilled with the idea of you sailing with them as they are!! Well, such is life. Being of the 'never give up the ship' disposition myself, I finally found a guy who, if he doesn't have a boat, is at least as hot after getting one as I am. We're saving our nickels and by this time next year we're hoping to be on the water at last. Meanwhile, I'm learning to hang glide, so at least I have something close to sailing to lean on in my period of deprivation! Anyway, as far as Ron's statement that why aren't any of the rich gals good looking too, well, honey, you can't have everything! When you're utterly land bound and have a job that requires you to dress (in dresses, stockings, and the whole nine yards! ech!) every day, and your landlord raises your rent every other month, and your car dies on a regular basis, and you have to provide all by your lone lorn self, well, hell, what can you do? If I'd only seen your ad for a sailing companion in December I might have convinced you that money isn't everything. But alas, in the meantime I'm hopelessly in love with my pilot. (And besides, no matter how "Rapid" you are, hang glider pilots keep it up longer!)

Love and kisses to Latitude 38... you've got the best mag on the market, and keep me dreaming sweet dreams... next year, our Hobie... after that, maybe a Cal 22... then maybe a Lancer 36... the

possibilities are endless!!!

Ute Perla Fresno

Ute (does it rhyme with cute?) — We can't forward letters, but Rapid Ron's got a sub and is sure to read this — and lament.

∜↑ RESPECT AND ADMIRATION (10/82)



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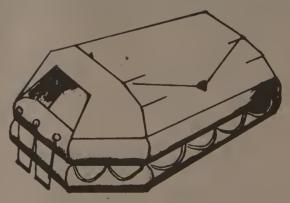
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Many thanks to Latitude 38, and much respect and admiration for Bernard Moitessier: to Latitude 38 for spreading the word about Bernard's one-day course in celestial navigation, and to Bernard for his uncanny skill in removing all the doubts and mysteries that have given celestial navigation a bad name for many years... and, he does it in one day.

Also, of enormous value, are many pearls of practical information and advice on navigating a boat alone at sea that can only come from

one who has been there.

Quincy Brown Redding

P.S. The sandwiches are good, and his tea is great; but be sure to get instructions on parking to escape a voracious tow truck.

Quincy — We're glad to hear all the great comments about Bernard's class. Nonetheless, we'd like to urge a little caution on the part of all those taking one-day — and even 3 month — classes. Time and time again, we've run into cruisers who did great celestial work on the Bay and in the classroom, only to get totally lost out on the ocean. We don't want anybody deluding themselves into thinking that there is any substitute for experience on the ocean, because there isn't. As just the latest bit of evidence, Bob Short, whose D'Marie III didn't find Hawaii unassisted after 70 days, was a veteran of a one-day course in celestial navigation.

\$\| \| \| HAVEN'T BEEN BUGGED SINCE (10/86)

I sympathize with Russ Jones in his attempts to deal with the Alameda County Tax Man (Letters, September).

Maybe the tax man will nail him, I don't know.

But if getting someone's attention is the problem, sometimes it pays to depart from ordinary means of communication. In May of 1984 the Alameda County tax man sent me a request for personal property tax. I responded with the following letter. I have not been bugged by him since.

"Dear Sirs,

Boat no belong me. She gone. She sold 1979. Someone buy her 1979. Me pay tax. Me write. Me talk phone. No good. U no listen. U talk DMV. They tell U who own her. He owe tax. Not me. U no ask me who own her. Not my job. Boat sold through yacht pusher. His business, not mine. U ask him, Peter Jones. Nice man. Maybe he know. Maybe DMV know. You try. Stop write me. I no help. I pray for your wit."

Jack Cvar San Francisco

Jack — U clever man. Know how bug bureaucrat back. Ha ha ha. Is funny.

Un THE EXTERMINATORS (10/86)

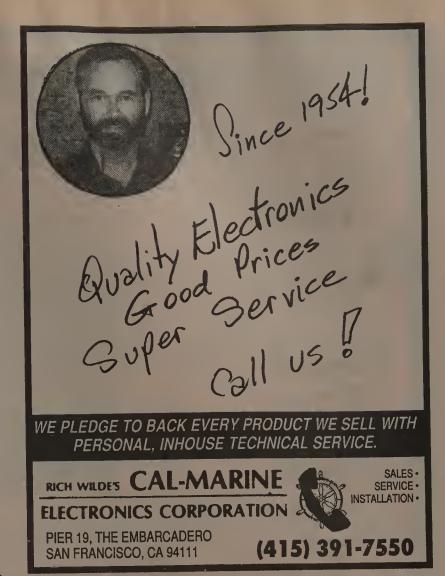
It never occurred to us that we could possibly get a rat on board. But it happened at Takaroa, an atoll in the Tuamotus, when we were side-tied to a wharf.

We tried to get rid of it with rat traps baited with coconut and peanut butter, both of which failed. He ate his fill and managed to stay alive.

Then we remembered what Dr. Earl Hansen of *Incredible*, an old cruising friend of ours, recommended as a method of exterminating the scary little creatures.

At first we were opposed to the idea, fearing the rodent would crawl off and die in some inaccessible part of the boat. But finally we decided we had to do it.

All it took was a pint of gasoline, our Honda generator, sealing the boat up tight for a few hours, and us leaving the boat. When the generator ran out of fuel, we opened the hatches and let the deadly fumes dissipate. Then we peeked in and saw the rat lying at bottom of the companionway steps. Dead!





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Since that time the expression 'The Generator-Exterminator' has been coined and other boaters have used the technique with great success.

Kathy Roberts

Aetheria

U DOES LINUS PAULING KNOW ABOUT THIS? (2/87)

I enjoyed the article entitled Caribbean Primer in the January Latitude. I look forward to more installments.

Seafarers have contributed greatly to our knowledge of human nutrition. The science evolved from folk wisdom discovered thousands of years ago. This knowledge was passed on through folktales — often called old wives tales — from every seafaring nation. Nutrition continues evolving as a science but uses modern scientific tools and is put into the less romantic printed word.

In my book, Making the Vitamin Connection (Harper and Row, 1985), I explained how the Island of Curacao was named. This is important since it involved the understanding of vitamin C in the disease scurvy. I quote from page 47 of my book.

Amerigo Vespucci was on his way to the Americas. Instead of keeping sick crew aboard and letting them die, he put them ashore on an island inhabited by friendly natives who gave the sailors fresh fruit. Months later when the now healthy sailors sought passage home on a Portuguese ship, their recovery was thought so miraculous that the island was named Curacao, which means "cure."

Vespucci, a humane man, actually had expected the sailors to die and asked the Portuguese captain to search for any possible survivors to return to Europe.

The ability to cure and prevent scurvy was discovered by the Greeks before 1000 B.C. and Chinese sailors before that, but was lost until the seafaring tragedies of the 15th through 17th centuries led by James Lind, an English naval surgeon, to conduct his now famous experiments in 1747. In spite of proof provided by Lind's experiments, it took the English admiralty 50 years to adopt the practice of giving each sailor a lime with his rum ration... hence the name "Limey." The name of Curacao and other observations were in the naval archives so Lind's experiments were based on sound human experience

In conclusion, the Caribbean figures prominently in our knowledge of human nutrition as well as our history. And today it provides a different form of therapy.

James Scala Captain of *La Scala*

James — That's very, very interesting. Thanks so much for taking the time to share it with us.

We're not familiar with Lind's experiments, but it's our understanding that the great Captain James Cook is widely credited with ending the scurvy curse in the British Navy. Also a humane man, Cook had a few crewmembers flogged for not eating their sauerkraut. In the end, they could be thankful for their captain's consideration.

Now then, vitamin A; does it have anything to do with Aruba?

U↑ WRONG DESCRIPTION (9/86)

I just finished reading the "The Old Transvestite Trick" in your August issue. I found your comparison of sexual deviates to the Golden Gate Challenge and your description of grabbing a woman's breasts in public to be some of the most disgusting, offensive and obscene journalism I have ever read.

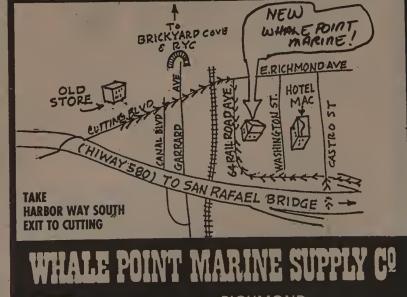
God damn, I wish I had written it.

David Poe, Editor Bay & Delta Yachtsman

₩î SPEED KILLS (2/86)

Here are a few entries for your empty-paged "Fun Things To Do With A Powerboat":







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1. Water-ski under the Golden Gate Bridge.

2. Whip over to Sausalito from Berkeley for a quick business lunch and be back before the martinis have settled.

3. Drop in at the Vallejo YC for dinner and be home before the late-night show.

4. Wander over to Jack London Square without regard for wind or tide (47 tacks against incoming flood and no wind).

5. Dash over to buy a triple-decker in Tiburon and be in Berkeley with some cone left.

6. Take your sailboat-chicken dog for a happy boat ride to bark at

7. Pull sailboats back into the San Rafael channel at low tide.

8. Ditto in the Richmond channel near Brooks Island.

But my list could go on and on, and eight is more than a few. Love your magazine!

Vance Teague Albany

Vance — A woman we know went out with a powerboater last month. This is how she described it:

"We took his boat from the Berkeley Marina to Scott's Restaurant in Jack London Square. 'It only took us 25 minutes to get here including towing the fisherman with the line in his prop back to the dock,' he said. 'Isn't that great?'

'I'm impressed,' I said.

Then he ordered a martini and quickly consumed it and two others. 'I drank those three martinis in just five minutes, isn't that

'I'm very impressed.' I responded.

After eating a salad and swordfish, we motored back to his Berkeley berth, stopping only to tow two out-of-gas powerboats into the harbor. 'We ate, rescued two boats, and got back here in just an hour and a half, isn't that fantastic?'

'I'm more impressed than ever,' I told him.

Then we had sex together. 'We made love in just 35 seconds,' he enthused. 'Isn't that fabulous?'

'I'm not impressed at all,' I snarled. 'And please don't bother to call me again.'

Either women are fickle, Vance, or it's best not to rush through activities — boating included — that you enjoy.

DIFFERENT DISGUST (2/86)

I read your interview with Bruce Perlowin (January, page 138) with great interest. 1, too, am disgusted, but for a different reason

than you.

I find it unfortunate that a man of such brilliance and entrepreneurial ability is confined to jail as a political prisoner. From your article — and it is your article — it appears that the man has more compassion than most government officials. Indeed, his only crime is satisfying a free (I use the word economically, not politically) market with a quality product. It just happens that a few pompous asses in Washington and Sacramento have deemed that the rest of us may not use these 'controlled substances'.

Paul did not seem to engage in the routine lying, cheating, stealing, maiming, torturing and killing that is so common with our supposed benefactors in the DEA, Coast Guard and others. He actually came to the West Coast so as not to be involved in such

No, I do not profess that the use of dope is a good idea. I also feel that people who smoke cigarettes and drink excessively are no less fools than those who use dope. But it is not up to me or Big Brother to judge such actions so long as they do not initiate force on others (as Paul did not appear to dó). So, why such a 'war' on dope which actually has more medicinal application than cigarettes and alcohol combined?



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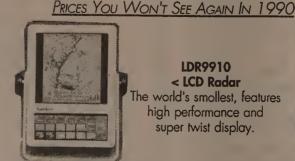


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It is obviously entirely political. Must we create so many more Al Capones during this prohibition? I must admit that it does give a lot of good excuses for larger police forces, wider search and seizure powers and in order to make someone a criminal all you have to do is plant some weed on them. Organized crime loves this 'war' — it means big profits for them.

Nay, it is not Paul's actions that are disgusting, but the actions of the authorities who continually raid our boats. I do not blame Paul for the raids, as he does not make them. I blame those who make them, those who have stated they are constitutional (the 'Supreme Court', which has no constitutional authority to interpret the constitution) and

those who support them.

When will the American sheeple (sic) wake up to the fact that tyranny is not around the corner, it is already here? For example, the

BCDC. (Sic Semper Tyrannis)

Many of the founding fathers of this country were smugglers and were condemned to death by the 'legal' authorities of their day. Washington grew dope by the acre and Hancock was known as "The Prince of Smugglers". Thomas Jefferson said, "What country can preserve its liberties if their rulers are not warned from time to time that their people preserve the spirit of resistance?" — not against the British, but during a tax revolt against the United States government.

Good job, Paul. I'd prefer you on my side to many others

supposedly more 'acceptable'.

P.S. Other than your naive trust in the laws of this country and the benevolence of its government, you have a very excellent mag.

Tom Johnson Bonhomme Richard

Tom — For some reason you drifted off and began referring to Bruce as Paul. You weren't by chance puffing on the magic weed when you composed your letter, were you?

Just kidding, of course.

As for your introduction to the Perlowin interview, we weren't precise about what we found disgusting, something we'd like to clarify now. Essentially, we feel there's a tremendous difference between growing your own weed and smoking it, and smuggling large quantities of it. The former is relatively innocuous in the sense that if there is a victim, it's pretty much going to be you. But the latter invariably leads to all kinds of problems, the severity of which this society is just beginning to feel. One only has to look to South Florida to get an idea of the major side effects. Justice too frequently on a cash and carry basis or from the barrel of a gun. Human life — even that of innocent bystanders — is less important than a pound or two of contraband. Billions of business dollars going untaxed. And all that's just the beginning.

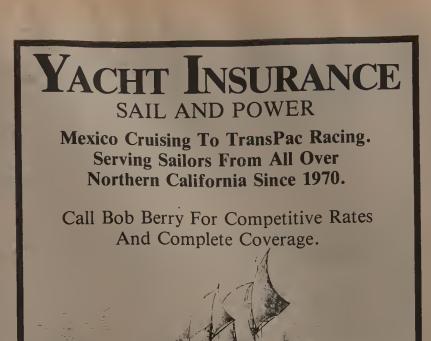
Of course these side effects are felt to a lesser extent elsewhere in the country, Northern California included. Lord only knows the number of drug trafficking murders in Oakland, the "All-American city" where pregnant women and grade school children have stopped the bullets of your so-called 'political prisoners'. Of course smugglers' bodies aren't only found in the less prosperous towns. They've turned

up on the streets of exclusive Belvedere, too.

The problem with big time dope smuggling — as opposed to individual dope cultivation and toking — is that it severely cheapens the quality of life. And not only the lives of those involved, but everyone in the area. You'd have to be an ostrich to claim that

big-time smuggling is a victimless crime.

Sure Perlowin is an intelligent and peaceful guy. Unfortunately bigtime smuggling is way bigger than any kind-hearted individual. Thus if you continue reading the series, you'll see how an intelligent and peaceful guy like Perlowin ends up using people who specifically wanted no part of dope smuggling. You'll see how a peaceful and intelligent guy like Perlowin ends up arming his boats, his home and his person. You'll see why being anti-smuggling is not the same as being anti-pot or anti-freedom.





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UK's San Francisco loft with production and repair facilities for both cruising and racing sails is headed up by Tim Parsons who brings to UK Sailmakers more than 18 years of sailmaking expertise. As well as being an enthusiastic cruising sailor, Tim, a 505 and Etchells 22 Pacific Champion, has won 16 na-



TIM PARSONS LOFT MANAGER

tional titles, competing internationally in 12 world championships, Olympic representative in the Flying Dutchman Class and a veteran in offshore classics as varied as the Admiral's Cup, Fastnet, Southern Cross, Clipper Cup and One, 3/4, 1/2 and 1/4 Ton Cups.

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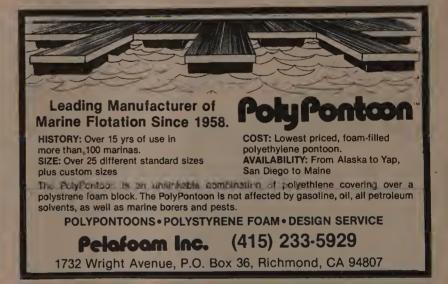
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\$\\$\frac{1}{2}\frac{1}{2}SHOULD SAILING AND ROMANCE MIX? (8/89)

I realize this letter is not the usual type of letter to be found in your publication, but come to think of it, what is 'normal' for *Latitude*? In any event, I just can't resist the opportunity to recount one of the

more unexpected 'perils' of sailing on the Bay.

In April I attended my very first Latitude 38 Crew List Party at the Corinthian YC in Tiburon. I have been sailing on and off for a couple of years now, but like many people, I don't get as many opportunities to sail as I would like. Several of my friends had told me that placing an ad in your April issue would be a great way of making contact with sailboat owners. So along with my friends I decided to attend the Crew List Party with the singleminded purpose of meeting as many boatowners as possible.

As the evening progressed it became more and more apparent that the party was turning into a big pick-up scene. Blame it on the warm weather combined with too much alcohol and not enough food. In any case, I found I didn't mind too much since I am currently an unattached woman. I met a lot of very nice people that evening, but

two guys in particular made an impression on me.

Within a few weeks of the Crew List Party I found myself sailing and dating two charming and good-looking sailors. I thought I had found heaven. Meanwhile my phone was ringing as a lot of other sailboat owners were responding to my ad in your publication. I started turning down these potential opportunities to sail because I thought I already had my hands full with the two guys I was already 'seeing'.

I knew that going out with two men should/could not go on forever. As Memorial Day Weekend approached, I thought I had narrowed it down to one of my two charming sailors. What I wasn't prepared for was that both of them would choose to disappear from my life as quickly as they had entered it. I won't bore with you with why this happened — I'm not sure myself — let's just say that's the

way it goes sometimes with men and romance.

The upshot of all this is that not only do I currently find myself without the guy I really like, but I have no other current opportunities to go sailing! So you see, my story does not have a happy ending. The moral of this little tale — and this is directed especially at your female readers — is that if you are really interested in sailing, stick to those boatowners who are romantically unavailable (happily married, etc.). Otherwise you may end up like me: no date for the weekend and no more offers to go sailing.

I know this letter might be more appropriate for Ann Landers, but I can't resist asking the question, "Should sailing and romance mix?"

One Discouraged Female Sailor

Northern California

O.D.F.S. — We think you're being way too hard on yourself. The only mistake you made was not having a contingency plan. When those other skippers phoned, you could have told them you were busy at present but would be interested in keeping their number for future reference. The purpose of the Crew List Party is for boatowners and sailors looking to crew to have an opportunity to meet each other in person. Far be it from us to object if some attendees find other attendees attractive.

U↑↑CLIPPER SHIP RECORDS TO STAND FOR ALL TIME (4/89)

My hat is off to the crew of Thursday's Child. They have set a record for ultralights around the Horn. Perhaps it will stand for a long time. There is another record which still stands, that of Flying Cloud's passage from New York to San Francisco in 1854. (A log entry for the Andrew Jackson in 1860, "89 days and four hours from New York", indicates that they would have beaten the record. I'm tracking that down to see if it was disallowed for some reason.)

The point is that the records by Thursday's Child and Flying Cloud

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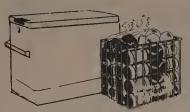
In addition, we sell the French NAVIK, which is a double servo-pendulum gear. Our files contain thousands of installation drawings, photos and feedback from 20 years experience. Our advice is the part of our package that does not have a price tag and it may be the most valuable part. If you cannot visit us, you should write, call or fax information on your boat and your cruising plans. We might have photos and installation drawings from a sistership. Our free 22-page "crash caurse" an self-steering will help you understand this part of sailing that is sa confusing ta many sailors.

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So, what's a decade in this kind of life? What, for that matter, is 13.7 decades, from 1853, when Stone Boat Yard started in business? What is there beyond the boat that's here now and the customer that's here now?

Well, there's a feeling. We were cleaning out some old wood files upstairs one day and found a list, on old W. F. Stone & Son stationery, a "partial" list, it said, of boats built by William Stone between 1853 and 1893. Not just another decade, but another century. Twenty-four boats, with some great names: Startled Fawn, 45', White Wings, 50', Speedwell, 45', Halcyon, 82', all sailing yachts. U. S. Grant and Christopher Columbus, both 60' fishing boats. A long lived business way back then.

Even the stationery the list is written on is from another day. The phone number is LAkehurst 3-3030, when a phone system wasn't really a system, and didn't make the front page of the New York Times when the computer went down — a world with a lot fewer people in it, and in a lot less hurry, where you could turn left at

Blanding Avenue off the Park Street Bridge without risking a ticket, and without waiting five minutes for traffic to thin for a moment so you could risk a ticket.

It's history, the real stuff, and there is a feeling of it around here. You get used to it, and then you get addicted to it. It's a fine tonic against a world moving too fast, with little regard for the quality that time brings; it's a feeling of yesterday that gives a feeling that, tomorrow, we'll still be here. We've come to rely on it; it's a major part of what we get out of this place.

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are like apples and oranges. Flying Cloud, Andrew Jackson, Sea Witch, Great Republic and a host of others were working vessels, making their living as "long haul truckers" on the worst stretch of highway in the world. They regularly made incredible passages of under or around 100 days. They did not pick their seasons; the ships sailed when their cargo was aboard. They were loaded as deeply as their skippers dared as every pound of cargo was more money in the bank with the incredible Gold Rush freight rates.

The food was bad and living quarters appalling. The actual sailing was arduous beyond belief; frozen rigging, pumping decks awash with freezing water, sleet and snow were just some of the difficulties.

Some captains carried sail until the bolt ropes blew out, then bent on more. The cost in lives and broken men was enormous, but went on until the end of the Gold Rush when lower freight rates made it unprofitable. The ships, hastily built and overdriven, for the most part wore out in a very few years, with hulls strained by constant driving until they were no more than sieves.

Later, the Down Easters were also driven hard, but not in the manner of the great flyers of the Gold Rush era. The Germans also ran a Cape Horn route to Chile with almost clockwork precision until World War I.

We have proved that modern technology can get us from Point A to Point B in almost every medium faster than our ancestors, but does that negate their record passages? A specially-built, stripped down ultralight, filled with freeze-dried, carefully balanced rations, manned by a small, skillful and dedicated crew, schedules their voyage for a Southern Hemisphere summer passage. Radio gives them long range weather forecasts, electronics gives them their position within a few feet, regardless of fog or fury. Should disaster happen, modern survival gear and EPIRBs give them a reasonable chance of survival and rescue. It's apples and oranges.

No, the clipper ship records will stand for all time. Congratulations to *Thursday's Child* and her crew for the fastest ultralight racing passage around the Horn. May it stand until the ultralights race there no more.

Steve Osborn Mill Valley

Steve — We think that just about everybody would agree that the magnificent achievements of both Flying Cloud and Thursday's Child are not really comparable. Warren Luhrs, the man who stood to profit the most by making such a comparison, distinctly eschewed it.

#î IT'S UNFORTUNATE MANY HAVE SUCCUMBED (8/88)

Above all else, I have come to appreciate *Latitude 38* for its conscientious attempt at accuracy. Unfortunately this is lacking in many sailing publications. Your August article on the West Marine Pacific Cup was the most accurate account that I have read.

But now the overtones. I hear Max Ebb's friend complaining about inequities in the PHRF system: "When they use it unmodified for an ocean race, it's a guaranteed disaster. How else could a Wetsnail 32 have won the race to Hawaii?" Up here in the Northwest there are repeated references about a PHRF "giveaway" to Saraband. Please permit me to explain "How else?" a Westsail 32 could have won the West Marine Pacific Cup to Hawaii.

Saraband was race ready. The bottom was super slippery, with over 300 hours of dedicated attention to detail. The spinnaker gear was serious, new and redundant (except for the tri-radial). The "inexperienced crew" knew how to sail. Quite honestly, other than Kathmandu, the crew of Saraband may have been the most experienced group in the race — experienced on heavy boats, mostly Westsails.

Only Mary Lovely and a handful of others saw through the Westsail funk to notice the seriousness of the effort.

PHRF or not, the Westsail 32, prior to losing her only tri-radial,





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was recording some daily runs greater than five of the other boats in the race. This is verifiable, but only in the log books of 27 boats. It's unfortunate that many people have succumbed to hearsay regarding the Westsail 32. It seems that perhaps five designers, five manufacturers, five brokerage networks and thousands of boatowners are embarrassed. But most unfortunate is that the media once again is contributing to the error.

For 15 years I have been a delivery skipper, hired crew and boat repairman. I know there are a lot of badly designed and poorly constructed boats out there. The Westsail 32, which is an Archer, Atkin, Crealock refinement, has always been a faster and better boat

than most people realize.

Oh! One more thing. Yes, most of the other small boats in the race did return home faster than Saraband. It took 18 days and 20 hours to singlehand her back to Astoria, Oregon. The others averaged more like 20 knots — as deck cargo!

David King Saraband, Westsail 32 Portland, Oregon

David — Max's friend has a real point about unmodified PHRF ratings being a disaster when used on a downwind ocean race such as the West Marine Pacific Cup. But it's absolutely unjustified to suggest that the Westsail would be the only boat to benefit from it. All heavier, less-than-nimble boats that aren't at their best around buoys benefit in such a situation.

Your 18.75-day singlehanded delivery from Hawaii to Astoria is the best answer we know to accusations that the boat is slow.

U↑PRIDE BEFORE THE FALL (2/87)

I read the letter on page 89 of the January issue which referred to an ad in another magazine that spoke of "bottom panting". The author of the letter said "They probably use a German shepard as a

Just what is a "German shepard" anyway? Now I know a German shepherd is a dog. Maybe 'shepard' is another example of low German? Or perhaps this was another trick quiz?

The only answer I can think of is a German cowgirl ('she', in this case obviously meaning female, and 'pard' the accepted Webster's short form for the word 'pardner').

Or more likely, this a classic example of people who cannot spell simple words properly, criticizing others who cannot spell simple

words properly. Ahhh . . . poetic justice.

Also, all this ranting and raving about Pacifico beer. It has been available in the Bay Area for quite some time and is easy to find. It's distributed through one of the largest beer wholesalers in the City, California Beverage Company, and is available not only at Mexican restaurants like Guaymas in Tiburon, but at several watering holes in the City, including Stars.

Don't you guys ever get out at night?

Jeffery Kroeber San Francisco

Jeffery — In regard to the 'shepard', clearly it was a case of the ignorant criticizing the dumb. Too bad Mark Twain is dead, it could have been the basis for a hysterical little sketch.

As for Pacifico beer, when we returned from Race Week a little less than a year ago we asked all around for it. Everybody said it couldn't be imported because it was not pasteurized. We haven't been out at night since — we practice our spelling and play with our 'shepard' after the sun goes down — so we had no idea it had suddenly become available.

Just for the record, its incorrect to call Guaymas a Mexican restaurant. At least until the waiters can prove they'd have the courage to set one of the prissy little entrees before a real Mexican.

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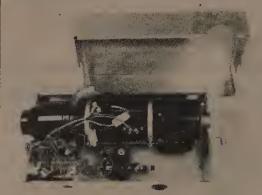
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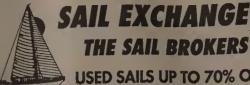


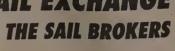












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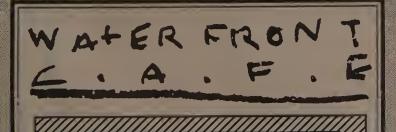
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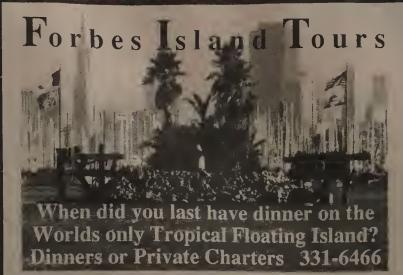
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CLIPPER

I'We won!" exclaimed Clay Bernard, owner of Great Fun, with genuine unbridled enthusiasm. What was won was the Clipper Cup, the most coveted trophy in the five-race Pan American Clipper Cup Series in Hawaii, an event that is uncontestably the most accurate and grueling test of ocean racing boats and sailors in the world.

The "we" that did the winning, to Bernard's way of thinking, was the United States team who had finally dethroned Australia for the crown. Specifically the "we" was the United States Blue Team that consisted of Jim Kilroy's 81-ft Kialoa from Los Angeles, Dave Fenix's 55-ft Bull Frog from Belvedere, and Clay Bernard's 50-ft Great Fun from Richmond. Bernard had the additional pleasure of being part of the St. Francis YC team, a trio composed of Bullfrog, Great Fun, and Jaren Leet's 42-ft Irrational, which proved themselves to be the outstanding yacht club team.

If there was a finer moment in in international ocean racing history, we have absolutely no idea what that other moment would be. Remarkably enough it was a relatively comfortable victory in the end, and might have been a rout had Bull Frog not pulled up lame in the triple-weighted final race.

The Australian National Team finished 2nd in the team competition, a mere 10



(ORIGINAL PUBLICATION DATE: SEPTEMBER, 1982)

points ahead of the United States White Team which featured two southern California boats, John Aren's Tomahawk and Larry Harvey's Brooke Ann, and was anchored by Irv Loube's Frers 46 Bravura from Richmond.

If you think, however, that victory might have come easily or at the expense of





'Hitchhiker's' thumb in the background; 'Police Car's' broken mast in the foreground.

patsies, you could not be more mistaken. It was a bitter struggle against the always-tough Australians and New Zealanders armed with their finest boats, as well as a battle against the upstart Japanese who made it clear they have become an ocean racing factor to be reckoned with.

The victory required nothing less than total dedication. Crews drove their boats harder than they ever had before and in difficult conditions. Veteran of many top international events, Steve Taft of Bull Frog remarked, "I can't remember a race before where we sailed a boat so hard, because we really pushed the shit out of her." And they



John Slivka trims the chute on the new improved 'Checkmate'.

overboard, the fingers that were torn off and fell in the Pacific, the limbs that were broken, and the blood that was spilled along the course. It was tough, tough competition, but the U.S. sailors rose to the challenge.

What the United States didn't win — although "we" were close — was the King Kamehameha Trophy, symbolic of the top performance by an indivdual boat in what is primarily team competition. That honor went to the 39-ft Tobiume, a boat designed, built, outfitted, and sailed by Japanese. It was a superlative performance on their part, and marks the first time a Japanese boat has scaled to such heights in international



At left, the maxis 'Kialoa' and 'Apollo V' beat toward the Diamond Head mark. Above, a spinnaker charge.

weren't alone in doing it. We figure that U.S. boats realistically suffered in excess of \$300,000 damage during the series.

And if crews drove their boats hard, they pushed themselves even harder. Attesting to that are the men who went competition.

As has been common at the conclusion of most recent international events, there was a squabble over the validity of the top boat's rating. Thus Tobiume was hauled after the series to be measured for a protest by the

CLIPPER

Australian boat *Hitchhiker* and several others. However, the measurer said the boat was unmeasureable because of certain hollows at the measurement points. At this juncture the celebrated International Jury, lead by Jack Feller of San Rafael, decided that the hollows were insignificant and threw out the

protest without Tobiume ever being measured.

'Bull Frog' beating to weather. Her mast is visibly bowed at the lower panel, but the thing never did fall down.



Naturally this was a controversial move. As it stands now some folks think Tobiume was just too fast in all conditions to legitimately rate as low as she did; others just think that losers bitch too much and can't accept it when another boat wins. In the best tradition of controversies, this one will never be resolved. Whatever her rating, everyone agrees that — in the parlance — Tobiume "doesn't bark".

Had Tobiume been stripped of her title, the Kamehameha Trophy would have ended in a tie between Irv Loube's (who did not protest Tobiume) superbly sailed Bravura and Bob Bell's Dick Deaver-driven maxi, Condor. So it goes down in the books that these two boats are tied for 2nd, with Kilroy's Kialoa 4th, and Bernard's Great Fun 5th.

before the beginning

Like the rolling of drums, the Clipper Cup started slowly. A month before the first race the early arrivals like Kialoa and Sunbird were already tied up at the host Waikiki YC docks. From then until shortly before the starting gun, boats came trickling in; some came on freighters, some travelled many thousands of miles on their own bottoms. The Kauai TransPac, the Victoria-to-Maui Race, and the Lahaina YC's badly butchered Sauza Cup served as feeder and tune-up races for the main event.

Some boats slipped into Honolulu quietly, while others drew hoots and howls from longlost friends. No boat's arrival, however, matched the commotion attendent Bull Frog's. Apparently on the basis of owner Dave Fenix shutting down two of his several companies and moving his offices from San Francisco to San Rafael, all sorts of wild rumors blossomed, both on the mainland and in the Islands. Absolutely no aspect of his existence was free from juicy speculation.

After a day of tune-up sailing we sat at the club with Dave as his crew removed the boom to better plumb the mast. As he sat there wondering what possibly could account for such a firestorm of inaccuracy, an acquaintance walked up to him and said, "Gee Dave, I hear your boom broke". Dave rolled his eyes in disbelief, wondering if it would ever stop. Actually cheap talk was everywhere. One fellow on Swiftsure swore up and down he had helped build a backup mast for Bull Frog, a mast Fenix says doesn't exist.

As race day drew near the members of the Waikiki and Hawaii YC's generously vacated their slips for use by the racing



The Japanese entry 'Sunbird'.

boats. For all intents and purposes they also turned over their yacht clubs and became the volunteer work force. These gestures were just typical of the incredible hospitality extended for the duration of the event. Never had a racing fleet felt more welcome.

The crowding of the harbor with 75 racing boats were accompanied by the arrival of a festive atmosphere. As Linda Rettie observed, the 'uniform' of the event was a

pair of Stubbies shorts and a t-shirt proclaiming participation in perhaps the most obscure ocean races on the globe. And of course there were boat shirts in profusion, the most unusual of which was Zamazaan's, with a color we can only describe as a sort of hot fuchsia. "That would have to be a San Francisco boat, now wouldn't it?", a nearby Kiwi stated.

Adding to the pagentry of the event were the many huge individual battle flags that were flown from halyards while at the dock. Monte Livingston's *Checkmate* had the familiar knight on a chessboard; Australia's *Police Car* featured a yellow marsupial on a greenfield; *Hitchhiker* had a huge red thumb on a white background; and New Zealand's *Bad Habits* had the Playboy 'playgirl' in a cocktail glass. Best of all, however, was *Seaulater*'s, featuring a big alligator as in "Seaulater, alligator!"

By the eve of the first race the Hawaii and Waikiki yacht clubs — which were connected by an Avon inflatable 'ferry' that carried as many as 38 passengers before the Coast Guard intervened — were jammed with racing boats and people. And weren't they all handsome — both boats and people! The ladies, with those hundreds of fit young men walking around, thought the sightseeing was pretty good. And since women — according to Colin of Kauai 'are like flies around the honeypot when the yachts are in town' — usually dressed in their tropical least, a mutual admiration society developed between the sexes.

But it wasn't a very meaningful relationship. As a crewmember off the Australian maxi *Apollo* explained, "We Aussies take this competition very seriously because we've never lost it before. That puts a lot of pressure on us. Fucking is out of the question." While not everyone was so adamant about celibacy and sobriety, it was clear that the sailors had come to race and not to party.

and even had they come to relax and sin, there just wasn't the opportunity. Today's ocean racers are built to close tolerances and they required constant attention to be tweeked to the maximum. In short, there was plenty of pre-race work to do. Swiftsure, for example, had to have her mast pulled and welded after the TransPac. Bravura and Tomahawk had last-minute blistering problems with their Micron 22 bottom paint. Two nights before the first race, Bravura was hauled out and the crew had the miserable job in the tropical heat of trying to sand it down. As they hauled they discovered a trailing chunk of their rudder had fallen off.

Irrational and Scarlett O'Hara both had

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How do you spell relief? One crewman tries Lynn Fraley's 'marine massage'.

problems with their vangs, but nobody had it worse than *Bull Frog*. For a while it looked like *Bull Frog* — which after victories in Long Beach Race Week and in the Stone Cup was a series favorite — wouldn't be able to compete. It wasn't the experimental boom that had to be replaced, but the Stearns state-of-the-art special zinc-added alloy mast. They couldn't get the thing to stand up straight and several times during tune-up sailing it inverted, looking ready to come showering down on deck. The mast is made of two halves that are slid into each other lengthwise, then riveted and glued.

Exactly what was wrong with the mast was not immediately clear, and it may have been a combination of things. The splice in the mast looked badly done and was coming apart; the metal that had been cut out for the internal spinnaker track appeared to have terribly weakened the lower panel; and the fasteners kept shearing off and raining down on deck. David Hulse, Lowell North, and Tim Stearn were all called in for consulation, and before the first race grinder/metalman Ken Dondero was dispatched to a machine shop to fabricate an arrangement that hopefully would have the weather shroud prevent the lower two panels from falling off to leeward. After the series, which was a rough one, Taft remarked, "Why it didn't come down, I'll never know." With no time for a new one, they'll have to hope the old noodle can make it through the Big Boat



Joe Guthrie settles for a hose.

Boats and Courses

The Clipper Cup Series is composed of five races. The first, second, and fourth of these are 27-mile Olympic triangle courses sailed several miles off Waikiki. Each of these three races are 'single-weighted' in scoring. The third race of the series is a 150-miler, around the face of Molokai to Honolua Bay off Maui, and then back to Honolulu again. This middle distance race is weighted double.

The final race of the series is the 776-mile Around-the-State Race, a race which circles the eight major islands of the Hawaiian chain: Kauai, Niihau, the Big Island, Maui, Kahoolawe, Lanai, Molokai and Oahu. This last race series is triple-weighted and can drastically alter the final standings.

official odds" — although we have no idea who the officials were that booked them — made the Australians 2 to 1 favorites to repeat as winners for the third time; the U.S. was next at 3 to 1; New Zealand 4 to 1; Japan 15 to 1; and Canada 20 to 1.

Nine Northern California boats sailed out for the first race. In order of size they were Sy Kleinman's 58-ft Swiftsure; Dave Fenix's 55-ft Bull Frog; Larry Stewart's 52-ft Zamazaan; Clay Bernard's 50-ft Great Fun; Irv Loube's 46-ft Bravura; David Fladlien's 46-ft Confrontation; Monroe Wingate's 43-ft Scarlett O'Hara; Jaren Leet's 42-ft Irrational; and Zingara Racing Ltd.'s 39-ft Zingara.

Ben Mitchell had selected five of these nine boats to the United States teams, and sagaciously choose the five top performers. Great Fun and Bull Frog were on the eventually victorious Blue Team; Bravura on the 3rd place White Team; and Scarlett O'Hara and Irrational on the Red Team. Mitchell had studied the past data from Clipper Cups and determined that grouping boats by size would give the U.S. a much better chance of winning the Clipper Cup than by mixing them. If it was a light air series, the Red and White teams would do well; and if it blew — like it did — the big Blue Team would win. And that's exactly what happened.

The First Race

Conventional wisdom has it that if big boats could be sailed as well as little boats,



they'd have the advantage in breezy Olympic triangle races. That's because about 60% of the sailing is done to windward, where the bigger boat has the advantage. The first race was held in just under 30 knots of wind, and the bigger boats, led by Condor, Bull Frog, Margaret Rintoul — a Frers 51 that

was the best Australian boat of the bunch — Kialoa and Windward Passage, had a field day.

In Class A Condor driver Dick Deaver got the jump on Jim Kilroy's Kialoa, and charged straight ahead to victory. Starts are important in maxi racing, because the boats are so fast. Deaver estimated they did 10 knots to weather, 18 on the spinnaker reach, and 14 on the runs, so there is just not much opportunity for a big boat to make up for a poor start. Windward Passage, looking absolutely sparkling in her new green-highlighted splendor, was a minute behind Kialoa for 3rd in Class.

n Class B Bull Frog and Margaret Rintoul were really gunning for one another. Since maxis are too big to be sailed to their



The Japanese journalists were everywhere, but especially followed the moves of Yujiro Ishira, "the John Wayne of Japan", who was navigator on 'Sunbird'. Below, the Serendipity 43 'Celerity'.



full potential, most observers believed that these two were the biggest boats that could be sailed to their full maximum. The start pitted veteran Graeme Freeman against Tom Blackaller, who after practicing starts all summer with his 12 Meter Defender, was licking his chops at the chance. Blackaller's

handling of *Rintoul* at the line was described as "a massacre", not just in this race, but throughout the series. (Tom claimed his start in the second race was the best in his life!) But it took a massacre at the start, because *Rintoul* corrected out only 30 seconds back. *Checkmate*, an older Southern California

boat, found a new life with a hot crew lead by drivers Buzz Boettcher, Ron Love, Ed Lorence and Gordo Johnson, and slipped in ahead of *Great Fun* for 3rd.

In Class C Scarlett O'Hara, with Chris Corlett driving to weather and Skip Allan on the runs, sailed beautifully to a two-minute victory over Irv Loube's Dee Smith-driven Bravura. These two Northern California boats were the best of Class C, which became a walkaway when the highly regarded Australian boats Apollo V and Sweet Caroline (a Dubois sistership to Victory of Burnham) as well as the Kiwi boat Solora just couldn't keep the pace.

In Class D Sir James Hardy's Police Car, the boat that made the name for Ed Dubois in the 1979 Admiral's Cup, walked off with honors despite the fact her bow perpetually went under on the spinnaker runs. She was followed by Larry Harvey's Brooke Ann, Australia's Hitchhiker, and John Aren's Tomahawk. Lowell North, with Commodore Tompkins as crew, was 5th with the Japanese entry Superwitch. Northern California boats Irrational and Zingara were a disappointing 6th and 7th.

In Class E Tobiume walked away with first, with the Dave Ullman-driven Shenandoah sandwiched in second between another fine Japanese boat, Unchu. Surprisingly out of the money was Gold Coast Express, an Australian boat owned by 60 shareholders that had won her class in all five races of the last Clipper Cup. Not very impressive throughout the series were the Lidgard boats from New Zealand, Dictator and Defiance, while the fine Australian boats

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Seaulater and Szechwan didn't shine until the lighter stuff of the last race.

Interestingly enough, the boats that were in the top 25 for this race pretty well remained the class acts of the series. These boats were good, real good. All the others had one or more fatal flaws, of which there



Connie of 'Swiftsure', just one of the hundreds of handsome people at the Clipper Cup.

were many to choose from.

The Second Race

The Clipper Cup advertises the conditions off Hawaii in August as between 15 and 18 knots of wind. Well, in all but the final Around-the-State Race, it was always blowing at least ten knots above that, and in the second triangle it was blowing up to 40 knots true, with confused seas. There were some wild and wooly rides and many boats took the dumps of their lives. A couple of boats chose not to start, and several, like the maxi Vengeance, which shredded her main at the starting line, had an excuse not to.

When Class A reached the first weather mark, darned if it wasn't that beautiful teen-ager Windward Passage leading the much newer Holland maxis Condor and Kialoa. It was a beautiful sight as Passage approached the weather mark, with huge sheets of spray exploding off 30 feet to each side as she slammed into a wave.

Three Northern Californians, Conn Findlay, Mik Beattie, and Donnie Anderson were on board, and Donnie reports "it was scary" sailing a boat with such tremendous loads. "You are very careful," he says, "where you sit." If they felt fear they didn't



'Sweet Caroline' and 'Bravura' battle it out on a spinnaker run.

show it, immediately hoisting their chute on the reach and sailing away from the other maxis.

Kialoa, normally the citadel of order, looked uncharacteristically out of control for much of the race. On the beats she hardly carried any sail and was slow; on the reachs she couldn't make up her mind what sail to hoist; and on the spinnaker run she looked ragged. She dropped to 33rd in fleet, although none of the maxis did too well. In that much wind the maxis are more than mortal men can handle.

Class B boats Margaret Rintoul, Bull Frog, Great Fun, and Class C boats Bravura and Scarlert O'Hara walked off with fleet honors (what a day for Northern California!). But even they weren't always in control. Bull Frog took a bad knockdown that supposedly had the titanium wheel throwing helmsman Blackaller all over the cockpit. When asked if it were true, owner Fenix said, "You couldn't exaggerate anything that happened today if you tried." Bravura took a knockdown that put her spreader tips in the water and pinned her down for several minutes. Crewman Mike Smith was under water so long he just about had to let go to come up for air. Trimmer Steve Baumhoff says it was the worst knockdown he'd ever been in, and that carrying Temptress's chute in 55 knots during the TransPac had been much easier.

Coming out unscathed was Scarlett O'Hara, whose 45-year racing veteran



Mark McCowan working out on 'Bull Frog's' coffee-grinder.



Ronnie Wise said they had sailed as perfect a race as he'd ever seen. Well, perfect except just before the start, when a batten flew out and a crewman jumped in the drink to try and retrieve it. They had to drag the mainbelow decks and sew the batten pocket back just seconds before the start.

In Class D Lowell North's Superwitch edged the John Bertrand-driven Irrational in the latter boat's finest performance, while Zingara got 4th for their personal best—despite problems. On the second weather leg the tiller bolt tang sheered off leaving Zingara without a tiller until the replacement could be fitted. They broke a spinnaker pole doing a jibe broach at 14 knots, and on another occasion their foredeck man was swept right back into the mast.

But tragedy also struck in Class D, as two of the outstanding Australian entries lost their sticks. Two Ton champ *Hitchhiker* was leading her class handily when hers broke. *Police Car* was a mere 50 yards from the finish when slamming into the big waves put more compression on the mast than it could take. Indicative of how seriously Australians take this event, *Hitchhiker* had a spare up in time for the next race. *Police Car* would have been back in action right away too, had a sleeve not been held up at Customs.

stop to make a new acquaintance, and then say hello to an old mate who came over to offer whatever help he could provide. Always gentlemanly, poor James had a heck of a time going about his work. *Police Car* did get her section — a pink one to boot — in time for the last two races, but by that time her chances had been crippled.

Shenandoah took Class E, with the Japanese boats again beating the best from New Zealand and Australia.

The second race had been brutal, and boat after boat limped in with damage. Zamazaan called Precision Welders ("We fix everything but the crack of dawn") for work on her vang; Ron Bartkowski started grinding to reglass Bravura's bulkheads; Commodore was toying with the halyard-eating mast of Superwitch; Kialoa took ripped chutes to the sailmaker — the damage list went on and on.

If that wasn't depressing enough, gale winds and 25-ft. seas were being forecast for the next day's 150-miler to Maui and back. The collective sigh of relief registered over 38 knots when it was announced on the loudspeakers that the Molokai Race had been postponed for one day. Only the jacked up crew of Scarlett O'Hara was disappointed.



The roughest part of the feared and once-postponed Molokai Race was near here at Koko Head. It looks calm in the photograph.

Nonetheless it was a poignant scene that night at sunset, as Sir James Hardy, dressed in his policeman's outfit, toiled with a wrench to remove the rigging as quickly as possible. From time to time he'd have to stop and welcome an old family friend, then have to

The Molokai Race

After the postponement day, the weather for the Molokai Race was only slightly improved. Winds were down to small craft warnings, but David Hulse and others

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Blackaller checks a 'fourth' spreader before the Molokai Race.

wondered if the delay hadn't only given time for the swells to build out in the channel. Nobody was really thrilled about doing the race. Clay Bernard was looking for weight on the rail and enlisted Kimball Livingston. Bravura was loading extra liferafts, extra sails, everything to put the boat in her "heavy air mode". Others just stood around being nervous. Tom Blackaller told crewmate Doug Holm to get ready for the "roughest race of your life" and hollered over to the guys on Irrational to strap their safety harnesses on real tight. As the boats worked their way up the Oahu shore to Koko Head before breaking across the channel, it was looking nasty. In retrospect, it turned out to be the roughest part of the race. Although Jock MacLean and others remember it as the hardest race they'd been on in a long time, there were others like John Norheim who found the sail along Molokai to be among the most beautiful he'd ever had.

At the start of the race, with the loss of Hitchhiker and Police Car, the U.S. national teams held the top three spots. But in these conditions, no lead is safe, as dramatized by the experience of a St. Francis YC team consisting of Swiftsure, Zingara, and Tomahawk. Swiftsure had to drop out almost right away when point-man Gary Edwards broke his leg after a wave threw him back on a spinnaker pole chock — the same place where in the previous race, previous point-man John Hewitt had been thrown and ripped open his leg to the bone for 15 stitches. So Swiftsure was out. Zingara later

disqualified herself off the face of Molokai after she broadsided teammate *Tomahawk* because her main and lower runners weren't eased out fast enough. That crushed their team's hopes,

So no boat was safe, not even the superbly sailed Scarlett O'Hara. Sailing underpowered with a reefed main and No. 3, the ball terminal on her intermediate shroud gave out. The mast, and their dreams, came down on the deck. It was a terrible loss as Scarlett was sailing superbly. That night a drunken O'Harian was so frustrated he pulled himself up Sweet Caroline's mast hand-over-hand, and then jammed the pineapples he'd been drinking out of onto the spreaders. Hell, what else could he do?

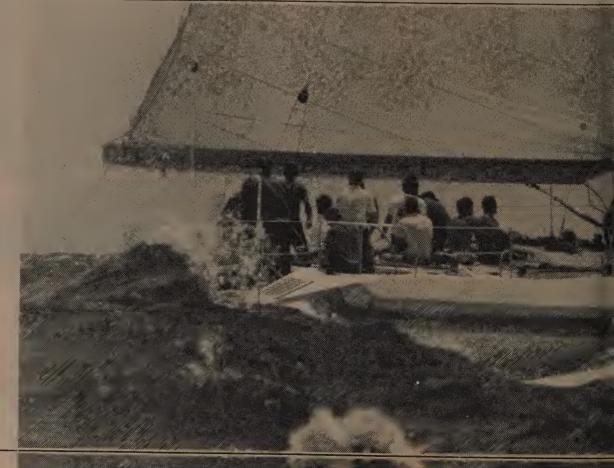
When the double-weighted Molokai Race was over *Great Fun* had won class and fleet honors, demonstrating the superiority of the fractional rig in fluctuating heavy air conditions. Bounding along in the strong breeze she loves, *Great Fun* could power up or power down with just her main. In the long beat to weather she only had to change her headsail once, which gave her a tremendous advantage over the bigger mastheads, *Bull Frog* and *Margaret Rintoul*, which slipped to 4th and 5th in class and



Bay Riggers went all the way to Hawaii to set up shop, on a spinnaker reach.

8th and 11th in fleet for the race.

On Bull Frog a change of 8 knots in windspeed means a change of headsails. Easier said than done. We helped load some of those monsters aboard and can tell you some are so heavy that two big and willing men stagger under the weight of them. It's bad enough to have to make headsail change after headsail change in big seas, but the exhausting tropical heat makes it even worse. Your body loses so much liquid in sweat that you can drink a six-pack and still not have to piss. But what's really bad are the stiff mylar headsails; it would be easier to





usiness was brisk. Below; 'Great Fun'

stuff a side of the Bank of America building down the hatch than one of those damn things!

When Bull Frog got back to the dock an exhausted foredeckman Mark Maymar was searching for a place to hide. The Great Fun guys were tired too, but mostly with tired butts from riding the rail for 12 hours. Maymar, on the other hand, was totally spent.

Another Class B boat that got the best of Bull Frog and Rintoul was New Zealand's most — and perhaps only — exciting boat, the fractionally-rigged Davidson 50 Jumpin'



Jack Flash. There's a lot of Santa Cruz 50 in her, and she'd hit over 22 knots in the spinnaker reaches in the previous races, but she was also reasonably good going to weather. She's currently being brought to San Francisco for the Big Boat Series, and will be throwing open a challenge for a match race series with a Santa Cruz 50.

The ubiquitous Tobiume snuck in to take 2nd overall after Fun. Windward Passage shone like a star to take 3rd, and Bravura was 4th. Passage had struggled to keep up with Condor and Kialoa going to weather, having had one of her 3/8-inch wire genoa sheets explode. But she had the control on the dead downwind spinnaker run back home that Condor and Kialoa lacked, and made up 35 minutes. Kialoa did herself in a bit, taking a nasty knockdown that threw her masthead unit right off the top of the mast and broke the boom. She reported \$85,000 damage, and it didn't look like all of Kilroy's money and all of Kilroy's men could put Kialoa back together again — but they did.

Although the weather hadn't been as bad as expected, there were still casualties everywhere, including the Wahine Team boat, High Noon. With Northern California crewmembers Jocelyn Nash, Ann Toschi and Justine Harpham, High Noon simply took on too much water from a crack in the hull to continue. Overtime work by the Amfac yard got her back in action for the Aroundthe-State finale, but she had to drop out when her rudder sheared off the rudderpost. David Fladlien's Confrontation took a very bad knockdown, after which they decided to hang it up for the series. The cumulative effect of the rough series was taking its toll as the total number of starters began to decline.

The Fourth Race

Apparently the race committee took pity on the battered fleet, and moved the last Olympic triangle race further in the lee of Oahu. It was relatively tame racing. Nonetheless, it was mostly the same old boats at the top of the fleet again, with the only real surprise being that *Bravura* finished 2nd in class rather than 1st.

The Around The State Race

Finally the stage was set for the great equalizer — the triple-weighted 776-mile Around-the-State Race. And even in the pouring rain, things couldn't have looked



Jim DeWitt driving 'Swiftsure' with local knowledge Charlie Dole.

brighter for the U.S. and for Northern California boats. Great Fun and Bull Frog were tied for fleet honors, followed by Windward Passage, Margaret Rintoul III, Tobiume, Bravura and the surprising Checkmate.

In class standings Great Fun was just a point ahead of Bull Frog in B with Rintoul right on their tails. In Class C Bravura had no competition since the dismasting of Scarlett O'Hara.

In team competition the U.S. looked great, too. The Blue Team of Bull Frog, Great Fun and Kialoa had a big lead, and

Looking straight down on Larry Stewart's Farr 52 'Zamazaan'.



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the two other U.S. teams weren't far behind. But the mettle of the Blue Team was immediately put to the test as each one of them had serious crew incidents.

Bull Frog had just passed Makapuu Point on Oahu when crewman John Barnett was washed under the lifelines. There was netting there attached with padeyes, but he was thrown with such force that it was all torn out. The helm was immediately put down, and he was picked up without difficulty in five minutes.

On Kialoa it was a little more serious. The roller traveller system had earlier exploded under load and ball bearings had spilled all over the deck. Because of this BMW Dennis Cook later grabbed the mainsheet near the blocks to try and help ease the main out. One of his fingers got caught up in the block and the tremendous force tore it off. He was bandaged up, and in the heavy seas they tried to figure a way to transfer him to a nearby photo boat. When no feasible solution arose, he donned a lifejacket and jumped overboard. He, too, was picked up without incident.

Blue Team member Great Fun wasn't spared either. They had just gotten to Koko Head — just a very few miles into the race — when grinder Leon Daniel tried to pop the genoa sheet off one of the three winches it was wrapped around. The sheet came off with such tremendous force that it knocked his legs out from under him and imbedded his shin into a large cleat. He tried to get to his feet, but collapsed. Bernard initially thought it was a fracture, but fortunately it wasn't.

Daniel was taken down below and made as comfortable as possible atop a pile of sails. Still pounding into heavy head seas, they concentrated on peroxiding the wound and stopping the bleeding until they were in smoother water. Once around the corner,



'Zingara' couldn't get it together in the long races.

Bernard got out the sutures, the Demerol, and the xylocane that he carries, and dentist John Bruns put in 10 or 11 stitches.

Bernard still marvels at Daniel's courage, because they couldn't find the right size needle for the xylocane, and had to put the stitches in without local anesthetic. "The guy was so tough he never said a word," Bernard remembers. "If it had been me, I'd have been screaming and swearing my head off." Deeply concerned about the threat of infection, they gave him large doses of antibiotics while he spent the next five days lying in a steamy bunk. Only later did they realize that they could have transferred him



Clay Bernard, owner of 'Great Fun', before the start of the Hate-the-State Race.

off the boat without having to drop out of the race.

But the Blue Team wasn't being singled out for punishment. The 14-year old Windward Passage, 3rd in fleet and 1st in class at this point, briefly had a man go over but got him back. What really did them in was their Stearns mast, a shorter sister stick to Bull Frog's. Racing next to Condor and ahead of Kialoa, they'd just come out of a squall when the mast inexplicably came down in three pieces. It was a terrible thing to happen to a grand old boat that performed so marvelously and might well have taken the series. As Kialoa sailed by shortly thereafter, Kilroy was on the deck and totalling up the damage: \$90,000 for a new mast and rigging; \$15,000 for a new main; and \$10,000 for a new mylar No. 3. Although Windward Passage was believed to have initially begun to motor to San Francisco to try to participate in the Big Boat Series, it's no longer considered possible. What a shame.

As the fleet rounded Kauai and Niihau, the wind went light for the first time in the senes, giving dramatic advantage to the smaller boats that can play catch up in the wind holes. Bravura began catching up with the bigger Class B boats, and the Class D and E boats were sailing into the classes in front of them.

In the several hundred mile normal spinnaker reach from Niihau to South Point



on the Big Island, it suddenly became a beat—then a reach, then calm, then a reach—it was real fluky. Kialoa had caught Condor by this time and snuck a man up the 100-ft. mast under cover of the main to look for wind. He found it, they got to it, and sailed away from Condor and the fleet to win class and fleet honors. They also set a new course record of 3 days, 23 hours, 49 minutes, and 49 seconds. This triple weighted victory gave her class honors over Condor, although because of the scoring system, she was 4th to Condor's 3rd in fleet.

While the series is over, Kilroy's quest for excellence never stops. After October's Cal Cup match races against Condor in Los Angeles, Kialoa goes to the yard. Her interior - including the fabled California Dreamer stateroom — will be gutted, all the better for reducing weight and having a bigger cavern in which to try to fold those giant mylar sails. While these two Class A boats were able to sneak into good wind and break away from the pack, none of the Class B boats could, and most of all not Bull Frog. Sailing down the back side of the Big Island in 25 knots of wind there was a big "Bang!" and suddenly the headstay and No. 2 were in the water dragging behind the boat. It wasn't the mast but the toggle that holds the headstay to the mast that broke. For two hours they battled getting the sail and

headstay back on the boat, and at 4 a.m. Pat Adams went to the masthead and attached the headstay to the spinnaker bale.

Forty minutes later, "Bang!", the headstay and headsail were suddenly trailing behind the boat again. Since they had practice, it only took them forty minutes to drag it all back aboard. They made another repair, but it left them badly underpowered until a better jury-rig could be effected in daylight. As they approached Molokai on the last day of sailing, they were right with Great Fun, and owed her three hours of time. Figuring they had to gamble, they took a flyer offshore for wind. It worked — but only for a while. After finishing 1-2-4-1 in class she stumbled to 8th for this big race. After superb fleet finishes of 2-2-7-2, she dropped to 35th. Bull Frog ended the Clipper Cup with 4th in class and 11th in fleet, nowhere near indicative of how superbly she was sailed and how fast she is.

About the time Bull Frog was dropping her headstay in the water, Clay Bernard was tearing his hair out. As he puts it, "By thetime we got to South Point, we'd already won and lost the race 11 times. It was so frustrating I swore I'd sell the boat, buy a Swan 65 with a sauna, and say the hell with it." But he kept on.

Clay doesn't know all the tricks — like sending someone up the mast to search for wind - but he knows some. One hundred miles from the finish he was off Molokai and the information from his processor told him he ought to go inshore, and that he'd make out if nobody knew what they were doing. He was out of sight from Bull Frog when Frog's navigator Ben Mitchell called him up on Channel 4 and started asking him about dinner reservations they had the next night. Then Mitchell asked Clay to come up to Channel 68. Clay did, and was about to speak when he realized his friend Mitchell was 'ranging' on him with the radio. Clay turned his transmitter to quarter power so Mitchell could hardly hear him and he claims he heard Mitchell tell someone, "Oh boy, we've got 'em now,"

No matter who said what, Great Fun went on to take Class B honors, which turned out to only be good enough for 17th in fleet. The fluky winds had allowed 12 Class D and E boats to correct out ahead of the first Class B boat. What had been a Class B series had gone bust in the final big race. Great Fun nonetheless took 6th in fleet, and as previously mentioned was on the U.S. Blue Team that won the Clipper Cup, and on the top yacht club team. She was driven by Timmy Stearns in the Olympic course races and Curt Oetking in the longer races.

Bernard enjoyed the series tremendously, admitting "that it was a real dog fight, and that we took sailing lessons from the New Zealanders and Australians in every race." He figures he's the least talented guy on the boat, and really owes his success to what's written on Andrew Carnegie's tombstone: "I attribute my success to gathering men around me who know more than I."

In Class C, Bravura's only mistake was to get caught in a hole near Kauai and let the D boats catch up with her. But from then on helmsman Dee Smith figures they made no mistakes and were soon sailing up with the bigger Class B boats. For the last 350 miles of the race it was fluky - just what Dee and Bravura like. "It was one giant chess board, a tactical challenge where you can really make up ground," Dee says. He can tell you about 19 windshifts going down the back side of the Big Island, he can tell you about wanting to be in the shore here, tacking because he smells land there, knowing a light sea breeze will shift to a strong shore breeze - he can tell you all that because Bravura went on to win Class C honors with a near-perfect 2-1-1-2-1 record and tie Condor for the second best in the fleet. It was a superb performance.

Beating to weather in the lumpy seas off Honolulu.



CLIPPER



The man and his winch: Doug Holm.

Dee attributes Bravura's success to "sailing consistently, never gambling, and not worrying." He figures too many boats self-destruct because the crews start dumping on themselves after making just one or two mistakes. Bravura, according to his mind, is a perfect 'series' boat, because it's both a big little boat good for days when it's light and fluky, and a little big boat for when the wind blows. As a good all-around performer, Bravura doesn't take fleet honors in races her best was a fourth in the second race but scores high consistently to be near the top 'at the series' conclusion. Boats like Kialoa and Great Fun - which won fleet honors in three races between them - do well in some conditions but aren't as good over the wide spectrum necessary to win a series.

Other Northern California boats finished as follows: Irrational was 4th in Class C with two 2nd's and 14th in fleet. Zamazaan was 8th in Class B and 28th in fleet. Zingara, which disqualified herself from the middle distance race and was dismasted in the Around-the-State Race finished 14th in class and 53rd in fleet. Confrontation, which didn't sail all the races, was 11th in class and 57th in fleet. Swiftsure, which had to drop out of several races and had its entire crew suffer food poisoning in the last race, finished 11th in Class B and 59th in fleet.

Racers uniformly had rave reviews for the hospitality of the clubs, the setting of the marks, the administration of the races, and the water temperature. Far, far better than the SORC and the Admiral's Cup was the consensus in these regards. As far as the sailing conditions, nobody questions that the Clipper Cup has the best.

However, there were divided opinions on the Around-the-State Race. Steve Taft, for one, felt that the long distance races included in important regattas are a dated concept meant to test something called 'seamanship'. Nowadays, he feels, every race is a sprint, and a 4-day all out sprint after an already grueling series does not serve the purpose as well as another 150-miler would. Several other people felt that the Around-the-State Race was a little too long, and with all the lees of the various islands perhaps leaves too much to chance. Indeed the Around-the-State Race had a lot of previously mediocre boats moving to the top of the standings and many of the consistent winners dropping dramatically.

As far as competition goes, most people thought there was a higher percentage of really top boats here than normally appear at either the SORC or the Admiral's Cup. Several people commented that the Admiral's Cup is too restrictive: Graeme Freeman feels the size of boats is far too restrictive and others felt that allowing just one team per country was too restrictive. Perhaps Dee Smith summed up the feelings best: "This is the best ocean racing series in the world."

s such you're probably wondering how to go about winning it in 1984. We've made a little list of things you'll need: 1) The ability to write really big checks; 2) A first class racing boat with a complete set of sails; 3) A mast expert like David Hulse or Timmy Stearns to keep the stick healthy and aloft; 4) A metal man like Ken Dondero on the crew available for emergency metal work; 5) A fiberglass man like Zingara's Jim Jessie for those holes in the bow; 6) A voice with decades of experience like Ron Wise to calm the waters: 7) You'll need a do-everything boat-getter-readier like Ron Bartkowski; 8) One of the guys from the sail loft to sew your equipment back together; 9) One of the guys from the sail loft to drive the thing; 10) Animals on the foredeck who could stuff an airplane into a shoebox; 11) An entire crew with the guts and team spirit of a Leon Daniel ... well, you can fill in all the rest.

By now you'll probably understand that there is a lot more to winning a Clipper Cup than meets the eye. But hurry now, because you don't have much time — all the owners will tell you it takes at least a couple of years to get it together.

— latitude 38



TEAM STANDINGS FOR CLIPPER CUP										
	1. U.S. BLUE (Kialoa, Bull Frog, Great Fun)						49 pts			
	2. AUSTRALIA (Hitchhicker, Margaret Rintoul III, Schechwan)						81 pts			
	2. I. S. WHITE (Brooks And Drawing Tomahawik)									
	3. U.S. WHITE (Brooke Ann, Bravura, Tomahawk) 4. VICTORIA (Seaquesta, Seaulater, Challenge)						71 pts			
3000	100-00-11	4. VICTORIA (Sea	aquesta, Seaulater, Ch	nallenge)	Wan word	20	45 pts			
	3	JAPAN BLUE	(Ko Teru Teru II, Togo	VII, Unchu)		20	42 pts			
	4	NEW ZEALAN	D RED (Anticipation, E	lad Habits, Solara	Y 2/////		35 pts			
		U.S. RED (Che	ckmate, Scarlett O'Hai	a Shenandoon I	restiano		30 pts			
				4, 4, 4, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7,						
			azy Albatross II, Sunb	iro, robiume, rsu	Dakuro,	Some 19	24 pts			
		NEW ZEALAN	D GREEN (Defiance, I	Dictator, Southern	Haider	18	88 pts			
) AMPAN WEITE	(Kazu, Gekko V, Big.)	Apple)		18	25 pts	, W. d		
		QUEENSLAND	(Kialoa II, Galatea, G	old Coast Express	10/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/1/	16	50 pts			
									` ·	18 18 W. W. W. C.
	TO THE WAY OF THE PARTY OF THE		TOP TEN IN F	LEET						
Finish	Boet	Model	Owner	Port		100 m	inishes			Points
	Toblume	Takai 39	Tadetoshi Salte	Japan	9.	14-	2	9-	6	754
	Bravura	Frers 46	Irv Loube	Richmond	× 17-2		42	12-	7.	746
	Conder	Holland 81	Bob Bell	Bermuda		24-	84	2-	2	746
	Kialoa	Holland 81	dim Kilroy	Los Angeles		33-	14-	1-	1	740
5.	Great Fun	Davidson 50	Clay Bernard	Richmond	30		1-	7-	17	737
6.	Superwitch Single State	Yamaha 41	Lowell North	Japan	16-	16-	9-	6-	11	719
7. 8.	Margaret Rintoul III Unchu	Frers 51	Stan Edwards	Sydney	34"		10-	10-	20	714
9,	Checkmate	Yokoyama 40 Peterson 50	Ken'ichi Sasaki	Nagoya	21-	12-	23-	3-	5	711
10.	Szechwan	Davidson 39	Monte Livingston	Los Angeles	7-	8-	6-	21-	23	691
11.	Bull Frog	Peterson 55	J.W. Whitty Dave Fenix	Australia	24-	26-	24-	13-	31	689
14.	Irrational	Peterson 42	Jaren Leet	Belvedere San Francisco	2- 23-	2- 27-	7- 13 -	2- 31-	37	677
28.	Zamazaan	Farr 52	Larry Stewart	Mill Valley	25- 26-	15-	36-	23-	15 40	666 554
59.	Swiftsure	Frers 58	Sy Kleinman	Richmond	20- 57-	DNF-	DNF-	54-	39	343
62.	Scarlett O'Hara	Peterson 43	Monroe Wingate	Oakland	12-	5-	DNF-	DNF-		338
53.	Zingara	Soverel 39	Zingara Racing	San Francisco	25-	23-	DNF-	18-	DNF	403
57.	Confrontation	Davidson 46	David Fladlen	Saratoga	DNF-	37-	52-	DNF-	DNF	359
						•				
	Boat	Model	Owner	Port		F.	inishes			Points
	CLASS A									
	1. Kialoa	Holland 81	Jim Kilroy	Los Angeles	2-	3-	3-	1-	1	793
TIE	2. Condor	Holland 81	Bob Bell	Bermuda	1-	4-	2-	2-	2	791
115	3. Apollo	Lexan 73	Jack Rooklyn	Sydney	4-	2-	4-	4-	5	775
	3. Windward Passage	Guerny 73	William Johnson	Atlanta	3-	1-	1-	3-	DNF	775
	CLASS B									
	1. Great Fun	Davidson 50	Clay Bernard	Richmond	4	3-	1-	2-	1	794
	2. Margaret Rintoui III		Stan Edwards	Sydney	2-	1-	5~	3-	3	783
	3. Checkmate	Peterson 50	Monte Livingston	Los Angeles	3-	4-	3-	5-	4	778
	4. Bullfrog	Peterson 55	Dave Fenix	Belvedere	1-	2-	4-	1-	8	677
	CLASS C 1. Bravura	Tunes AD	lms I archa	Richmond	¹ 2-			_	4	798
		Frers 46	Irv Loube		2- 5-	1-	1- 3-	2- 3-	1 3	796 781
	 Sweet Caroline Apollo V 	DuBois 44	Marshail Phillips	Sydney Perth	5- 4-	4- 7-	3- 7-	3- 4-	2	769
	CLASS D	Peterson 43	Alan Bond	reitii	4-	/-	7-	-4-	-	709
	1. Superwitch	Yamaha 41	Lowell North	San Diego	5-	1-	1-	1-	4	787
	2. Brook Ann	Nelson/Marek 41		Los Angeles	2-	7-	5-	8-	1	778
	3. Tomahawk	Holland 41	John Arens	Newport Beach	4-	5-	5-	6-	2	773
	CLASS E	TOTAL TE	DOLLIT, CAPOLIC	TOT POR DOCUM						
	1. Toblume	Takai 39	Tadatoshi Salta	Japan	1-	3-	1-	2-	3	791
	2. Unchu	Yokoyama 40	T. Naktani	Japan	3-	2-	4-	1-	2	788
	3. Szechwan	Davidson 39	G.W. Halls	Sydney	4-	5-	5-	3-	1	783

THAT RELAXING

(ORIGINAL PUBLICATION DATE: JULY, 1986)

Have you ever had problems with your guts?

Last month our bowels were in an uproar, so we trotted over to our doc. He gave us a big glass of pink barium to drink. It tasted pretty good, so we asked for seconds. He wouldn't give us one, though; he just made us lie down on a table while he took a bunch of pictures with an x-ray machine.

After he examined the prints, he said, "Everything looks normal in there. But darn it, you can't go on living this way, you've gotta relax more!" It sounded like great advice to us.

Is there anything you can think of that would be more relaxing than an downwind sail up the river to the Delta? We can't. So it was the very next morning, Friday the 13th, we and two others hopped into the Olson 30, Little 0, and headed east.

Now some of you are going to wonder what kind of people get to take Fridays off. Well, we're all journalists. We edit this mag; Mike edits a Star Wars newsletter; and Susan is a copy editor at The Hayward Daily Review. If you're a journalist, you work some of the time when everybody else works, and all of the time when nobody else works.

Be that as it may, we departed Sausalito about 1100 in typical June conditions. It was almost drizzling in the central Bay, but up toward San Pablo Bay it looked like it might get warm. Yep, what could be more relaxing than sailing toward the warm sunshine with some friends and some cold drinks? Their taste ran toward beer, ours toward Mylanta II antacid medication.

Abeam of Angel Island's Hospital Cove we set the chute and quickly began zipping along doing 6's and 7's in the still light wind. With any luck we'd be doing this all day long, with the temperatures and the boatspeed rising as the afternoon wore on.

Most folks buddy boat up the Delta, usually with a sailboat similar to theirs. We've done it many times, but never quite with this day's variation. Just as we left Raccoon Strait we passed within a few feet of a handsome old wooden power cruiser with a yellow dinghy on top. They hailed us to tell us we looked pretty good, and we returned the compliment. Continuing to holler back and forth, we learned that we were both heading up to the same general area of the Delta.

After separating, we figured we'd never see them again. In reality we crossed paths with them over and over again. For a while when the wind was light they pulled way ahead. But then we got some good breeze and caught them just past The Brothers. In

fact they had to alter course for us; we were too lazy to jibe the spinnaker and if they hadn't turned we darn near would have t-boned them. But it was all good-natured fun and we laughed and waved. We split apart again in San Pablo Bay, at first falling behind, then leaving them in the dust for good — at least until 'the big spill' many

a chute and soon disappeared. Then there was a big tug pushing a huge barge full of sand, with a seagull resting atop every peak. You're talking ultra heavy displacement here, and we passed him like he was standing still.

A couple of modern power cruisers passed us, as did a big Navy tug. Then the Navy tug went and inexplicably anchored at

Is there anything you can think of that's more relaxing. . .

hours later.

Halfway across San Pablo the sun had come out in full force. Shirts were removed and skin began to fry. It being the last weekday before the start of summer vacation, the waters were pretty vacant. A couple of wing-on-wing cruisers trailed us; but they're inherently no match for an ultralight carrying

the northeast end of the San Pablo Bay ship channel. A lot of mysterious things like that happen on the water; we couldn't figure out what the heck he was doing.

Just before the Carquinez Bridge the sailing really started getting fun. The ebb had



DELTA RUN

created some nice little waves we could surf on, and the wind had increased nicely. The only problem is that at the bridge the wind starts coming from directly aft and oscillates a bit. The big question was whether or not we could make it to the next turn in the river without: 1) crashing in an uncontrolled jibe, and/or 2) hitting the tug that was tied bow-to the idle C&H sugar refinery at Crockett.

When we narrowly missed the tug, we thought we had it made. Fools that we are, we brought out some sandwiches and started to relax. Every sailor knows that when you bring out the sandwiches the wind shifts wildly and you have to start jibing for your life, spilling precious beer, Mylanta II, turkey and roast beef all over the boat.

In all fairness, we might have known better. Having made our share of Delta runs, we certainly should have remembered the weird effects the Port Costa hills have on the direction and strength of the wind. After viciously flogging a nearly new spinnaker for about 15 minutes, we decided to drop the damn thing. After all, we were 'relaxing', right?

said indicating with our finger. "Pretty soon those will come back as Toyotas and Nissans.

"And look over there where you see all those birds floating in the water. They only look like they're floating. What they're really doing is standing in six inches of water. We've seen some real dumb moves in our

than a downwind sail up the river to the Delta?

You know the old expression "How you gonna keep 'em on the farm once they've seen Paree"? Well, there's a sailing corollary that goes, "How you gonna be content with six knots when you've been seeing tens?"

So it was that shortly after crossing under the Benicia Bridge, we got the crew to work readying the spinnaker for another hoist. As they got things prepared, we indicated some points of interest to our first-time-up-the-river crew. "See all those old ships anchored together over yonder?" we

time, daydreaming skippers who have driven their boats so far up on such shallow areas that they were completely out of the water when the tide went out."

We all had a good laugh at those less wise than we.

We don't know how it's been in your life, but that one aphorism that always seemed to be true in our experience is the one about 'pride before the fall'. Why, no



THAT RELAXING

sooner had we laughed at the expense of those who'd run aground than we started bungling the chute. All day long the three of us had set it and jibed it without any problem. But now things were different. We tried to set it once and we got a wrap. We tried to set it again and got another wrap. Then Mr. Star Wars and Ms. Daily Review raised their voices over whether or not it was properly untangled prior to the third attempt at hoisting it.

Darn if we didn't get that thing up all right the third time. The only flaw in the set was that the halyard stopper hadn't been engaged, and a sudden puff ripped the unsecured halyard through Mr. Star War's hands. Instantly, we had the makings for a medical seminar in big hand blisters — with salt in the wound.

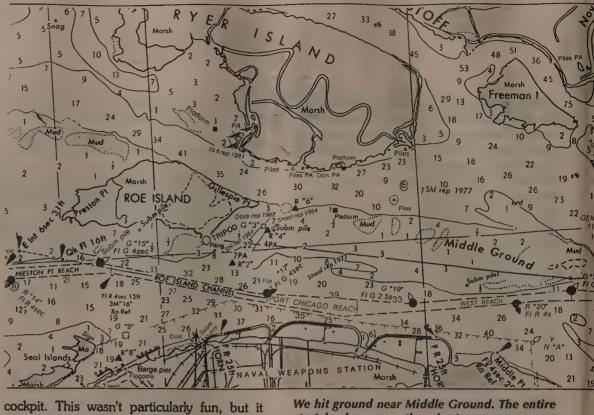
As the injured party consoled himself with a dual-action medication — holding the can of cold beer against the blisters soothed them, pouring the contents of the can of beer down his throat numbed the pain center — we counted our blessings:

- 1. It's warm and the wind is from aft.
- 2. The majority of us were feeling great.
- 3. We'd stayed to the leeward side of the channel so if the wind eased aft we could head up a little.
- 4. And, we're doing constant 9's and 10's.

Just as we tried to think up Blessing Number Five, it happened. Flying along at well over hull speed, the boat slammed into something big and hard. The spinnaker and rig, full with 22 knots of wind, all but flew right out of the boat. Poised momentarily, Little 0 took off once again, hit something big and hard again, then stopped.

'If we didn't know better,' we thought to ourself, 'we'd swear we've run aground.' Of course, that was impossible.

Almost immediately the boat took a tremendous broach. But because the broach was so slow and gentle, it was clear that we'd done the impossible, we had run



cockpit. This wasn't particularly fun, but it didn't seem like the end of the world — at least until the boat kept heeling farther and

When the deck of the boat seemed to us to have gone past vertical, we figured the mast was about to snap. So we had to make a quick decision between being crushed or taking a swim. We've always enjoyed water sports, so with the slightest of rolling motions we slid out of the boat and swam like hell to get away from rigging that might snare us underwater.

Two things ran through our mind as we swam to get away from the boat. The first was what clothes to jettison to make swimming easier. The second was what our doctor would say if he knew what kind of relaxation we were getting.

We finally surfaced about 35 feet to weather of the still-tipped Little 0. Mr. Star Wars and Ms. Daily Review, who had been on the weather side of the knockdown, were still aboard. If we were suffering a mild case

We hit ground near Middle Ground. The entire stretch shown on the chart snags many an inattentive skipper.

want to do is get right back aboard a boat you've fallen/jumped off of.

But there was really no need for alarm. As we stood up and discovered that bottom was no more than two feet under the surface, we knew we were in no danger of drowning. As for the boat sailing away, with virtually the entire keel out of the water, we knew there was no chance of that.

In emergency situations like this, you've got to keep your head and get your priorities straight. There was no question about what had to be done first. We had to find our camera and take a photograph, for with the keel almost completely out of the water and the chute still full, this was an all-time photograph waiting to be plucked. As we strolled back over to the boat, we kept saying to ourself, 'If the camera's still okay, this will have all been worthwhile'.

We did find our bottle of Mylanta II floating nearby, but gone were the charts, our new weird — but great — sunglasses, and dammit! our camera. Sure, the lenses were there, but the week-old camera had taken a swim. What a pisser! If you come across a Nikon at the bottom of Middle Ground, it's ours.

As we regained our senses, we began to assess the situation. It didn't look good. The water to leeward of us was no more than six inches deep. As it was, the bow was pointed away from the channel, which in any event was a good 100 yards to the south (who moved it?); swimming to populated land for assistance was too risky; we had no radio (who needs a radio in the Delta?); and worst of all, it was high tide. It

If we didn't know better, we thought to ourself, 'we'd swear we've run aground.' Of course, that was impossible.

farther.

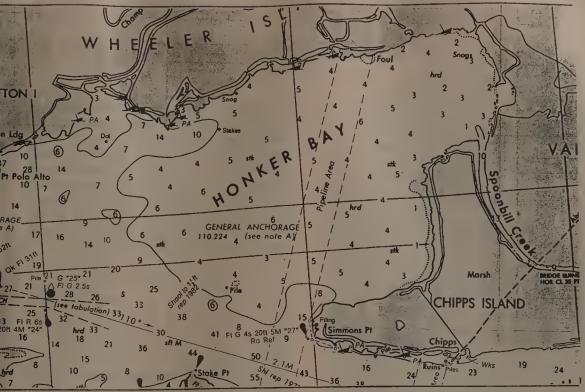
aground. Seriously aground.

We've taken some good knockdowns in ultralight boats before, but this topped them all. As the boat heeled at 20, 40, 60 and even 80 degrees, we continued to cling to the useless tiller from the now inundated starboard side of the

of shock from the sudden turn of events, so were they.

"Get back aboard!" Quick! Grab a line! Hurry! Get back aboard!" they shouted. Later we would understand their alarm; they explained watching us deliberately bail out of the boat and then not surface for a relatively long period of time. Their instincts were terrific, though, for the first thing you always

DELTA RUN



was going to be dark in a couple of hours, so we had to get off now, or spend the night there. And spending the night was not an acceptable option: The wife and kids would go crazy, the guy waiting for us up at Bruno's wouldn't know what to do, and we'd never make it back to Sausalito 'by 0700 the next morning to take folks out to watch the start of the Singlehanded TransPac.

We still can't believe we got out, but we did.

It was a matter of dropping the chute — heck, that was easy, we just walked over to the masthead and unhooked it — and hoisting the 70% jib. By literally pushing the bow of the boat around, the 70 backwinded, and we were at least pointed toward the 150-yard distant channel. All we needed to do then was cross 20 yards of two-foot deep water and we'd have it made. Just a little formality.

About half this distance was gained by strapping in the main and jib as far as possible, so we were heeled at about 50 degrees, at which time Mr. Star Wars positioned himself on his hands and knees in the mud — it was only about 18 inches deep — and began to 'bounce' the boat to the rhythm of the considerable chop. Progress was sporadic. A foot here, a foot there. After about 30 minutes of work, the already wounded Mr. Star Wars was exhausted and could bounce no more.

It was here we decided to do things 'by the book'. We set out an anchor about 50 feet away in slightly deeper water, ran the line around the bow pulpit, and then to the leeward genoa winch. We cranked and cranked and cranked and cranked. For a long time all that happened was the anchor line stretched and stretched. Finally we

started making progress, dragging along the bottom, still heeled way the hell over from being overtrimmed.

Suddenly, we were free and rocketing off at eight knots toward the channel. The last problem was retrieving the anchor, which

our stomach for good measure. Never, we vowed, would we buy Mylanta II in the small bottle again.

And just as we got off, who arrived in the vicinity to see that we were okay? None other than our old buddy boat. It turned out we didn't need your help, but thanks for checking, pal.

By comparison, the rest of the Delta run up to Bruno's Island was uneventful. With a broken spinnaker pole, we continued on with just the 70% jib and the full main. But blowing as it was, we still ripped along, doing 9.5's for 30 and 40 seconds at a time. Damage to the boat was slight. We took some water inside the bilge-less boat, soaking everything in sight. We put a slight tear in the spinnaker. But worst of all, we broke the spinnaker pole.

A lot of sailors are heartiess. They break a spinnaker pole and chuck it in the garbage. We couldn't do this with ours, considering all the service it had given. It helped pull Chuck Hawley singlehanded to Hawaii. It's the pole that brought a whole handful of singlehanders back from the Farallones. It's the aluminum and plastic that carried Commodore Tompkins to Cabo San Lucas. It's labored in Tahoe, the Delta and

Goin' Up the Delta Lyrics by Mike and Susan Robinson

(With apologies to Canned Heat's 'Going Up The Country')

I'm goin' up the Delta,
Baby, don't you want to go?
I'm goin' up the Delta,
Where the strong winds always blow.
I'm sailing to someplace
Where I've never been before.

(Chorus)
I'm goin', I'm goin'
Where the water tastes like brine.
We can surf down the waves,
Push that Olson up over nine.

I'm goin' to leave the city, Got to sail away. I'm goin' to leave the city, Got to sail away.

I bought a bottle of Mylanta, And my doctor said 'Go play.' But just like Humphrey, We got beached along a cay. Exactly how it happened I cannot say, But we dropped anchor in the Suisun Bay. And with a lot of shoving and kedging We got back underway.

You know that spinnaker pole, It snapped just like a twig. You know that spinnaker pole, It snapped just like a twig. We're awful damn lucky We didn't lose the entire rig.

Now come on skipper, Get back to the boat. Come on skipper, Get back to the boat. Forget about that damn Nikon, 'Cause cameras just don't float.

When you sail up the Delta, Baby you' don't mess around. No use in you runnin', Runnin' way up aground. 'Cause it ain't very relaxin', That's just what we found.

now streamed far behind us.

Mr. Star Wars and Ms. Daily Review breathed a huge sigh of relief. We did also, but squirted a quart or two of antacid into

Monterey Bay. It's served hundreds of sailors well. So we didn't throw it away, we buried it at sea. R.I.P.

The Delta Run — the doctor prescribes it

- latitude 38

GOING FOR IT!

The following is William Mittendorf's account of the loss of the Pyramid 30, Felony, during the Doublehanded Farallones Race.

The narrative offers two interesting insights into the thinking of a competitive sailor. The first is the fact that the gale force warnings don't create any concern except that of getting to the 'right' side of the course. The second is the 'go for it' spirit of cracking off toward the north shore when they were still not completely in control of the boat. Up until she sank, William Mittendorf and Keith Stahnke had been sailing Felony near the top of the fleet.



Since I long ago decided that nothing is fun if you're cold and wet, I dressed well for the Doublehanded Farallones race. Both Keith Stahnke and I wore wool long-johns, wool socks, wool sweaters, gloves and full foulies. At the start we never suspected that this clothing would become a factor in saving our lives. We never suspected that in 10 hours we wouldn't even be able to find pieces of our Pyramid 30, Felony.

0815: We got a mediocre start on the inside of the line. It is a broad spinnaker reach in a 4-5 knot easterly. It is raining steadily. Soon it becomes apparent that the place to be is outside in the ebb tide. The wind is dying and the fleet is bunching at the bridge. Yuk. Where are the predicted SE 15-25? With a fair current we decided to go for boat speed and started to heat it up. We pass an Olson. We pass a Santana 35. The boat feels good as we pass Pt. Bonita making 6-7 knots on an optimistic speedo. It's time to jibe back to port pole to stay in the Channel. It starts to rain hard and the visibility drops to 1 mile.

8, Keith turns on the radio for a weather check. "Coastal forecast for Pt. Arena to Pt. Sur and out 60-miles. Change small craft advisories to gale warnings. Southeast winds 25-35 knots. Seas from the south, 5-7 ft. Swell from west, 3-5 ft. . . . Southeast Farallone Island southeast at 20 . . ." Where we are it's still blowing from the east at about 6. We quickly head the boat up to a tight spinnaker reach and go south. We want to be on the right side of the shift.

No. 2 with 3/4 oz. spinnaker and full main, and observe a substantial northwest current flowing on the buoy.

1030: We have changed to the No. 3 jib and have a reef in the main. The wind has clocked 50 degrees and is rising. We are glad it has stopped raining. From where we are now the course to the Farallones is about 254 degrees, but we can see by getting an LOP off the Lightbucket that to get that course we must maintain a heading of 210. Within 15 minutes we have pulled in the third reef and changed to the No. 4 jib. We reef the jib. This is as far down as we can shorten and still carry 2 sails. The boat feels good.

We're making 6.5 knots, just cracked off and on course. The seas are mostly southerly, but confused and about 5 feet. We

ONCE TOO OFTEN

(ORIGINAL PUBLICATION DATE: MAY, 1982)

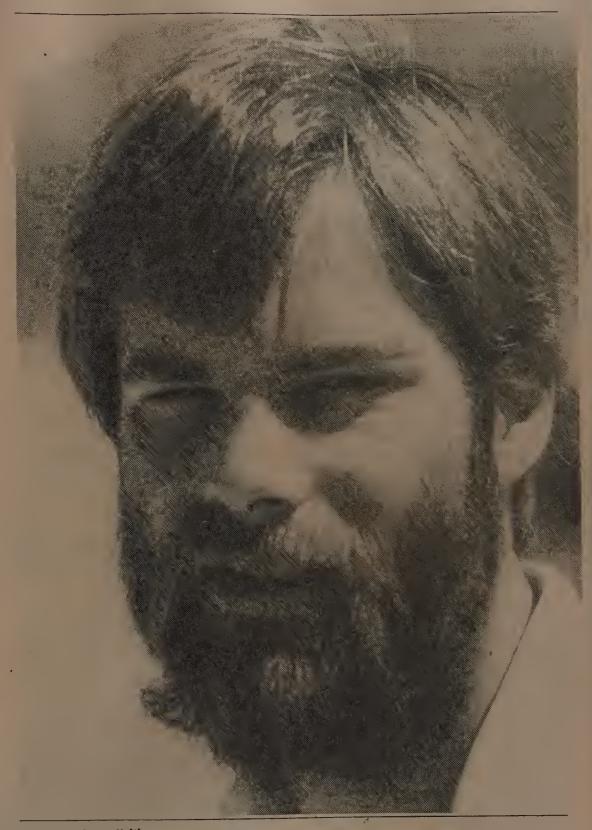
see two big boats with blown out jibs. At 12:15 we round the northeast corner of the island. By 1300 we are around and clear. Now the wind seems to be a steady 25 knots, and the seas are starting to build. Although the rhumb line back is about 70 degrees, we feel that we'll need a heading above 90 degrees because we just don't believe that the wind will still be from the east when we get in. A quick bearing check on the island confirms that there is still a strong northerly current and that our course looks good.

One by one all the boats that have rounded near us are dropping below us. It's a little disconcerting to see the fleet sailing away, but we just can't believe that they're doing the right thing. At 1500 we get a Loran position which puts us midway between separation buoys B & C, right on the rhumb line. We're pretty near close hauled. The wind and seas are up a little, and the boat is a bit overpowered. We think that carrying on with just one sail would be slow and regret that there is not a 4th reef. Another 2-3 foot mainsail reduction would be perfect.

We pass the temporary Lightbucket smack on course. The seas are squaring up and becoming a problem since they are hitting us right on the beam. It's gusting to 35 knots and as the boat takes occasional 50 degree rolls, we check out the rig, it looks great — no apprehension there. Keith says that he's having trouble holding the boat down. We begin rounding up and going sideways. We are clearly being blown below our course.

The problem is that each time we dump the main in a puff, the boom trips in the water, and this has the effect of sheeting in and causes the boat to round up. We lower and secure the main. Now we have nothing but a reefed No. 4 jib up and are approaching buoys 5 & 6 making 5-6 knots indicated. We shake the reef out of the jib and can see ourselves climbing to weather, but we also know that the boat is a little underpowered. The seas still make the boat want to round up sometimes, but it responds well to the helm.

1640: We are high of the rhumb base and inside the Bar Channel. We can see some boats coming in from the north and rounding Pt. Bonita. The boats that are along the south shore appear to be carrying a lot of sail and sitting up pretty straight What the hell — let's go for it! The main



Left: Bill. Above: Keith.

goes back up with 3 reefs. We bear off and head for Bonita Cove; the boat starts doing 14s and 15s. The boat is jamming with no bow buries and smooth helm. All right—this is what we came out here for.

As we start to close on Pt. Bonita we can see that the ebb is doing us no good. We're beam reaching and getting 12s on the waves but not making it. Keith expresses

concern that we won't clear Pt. Bonita. Each time I try to come up a little, the boom trips and we round up. Keith drops the jib, decreasing our heeling moment a little. The boat sits up a bit and we are able to head up some without going sideways. We pass the outer rock of Bonita about 40 yards abeam. It's about 1705 and I hear Keith say, "This wave looks like it might break". I look

GOING FOR IT!

over my right shoulder, and - yikes! - 'it' is about 7 or 8 feet and it really does look as if it might break.

The wave is directly on our beam and

I realize immediately that the boat is a goner. In a minute, we'll be on the rocks.

steep, and knocks us both overboard on the port side as the boat spins and heels. I can't believe that I'm in the water looking at the transom tilted 90 degrees. I reach up and pull the release for the horseshoe buoy, and it falls in the water. The boat hangs at 90 degrees. I can't see Keith and yell for him and he shouts back. I look up and am thoroughly surprised to see the boat slowly and smoothly turn turtle. I realize immediately that the boat is a goner. The water does not feel cold and I have no feeling of panic or loss.

Oo this is what a 30-footer looks like upside down. As I hold on to the outboard bracket, I look around and see that we definitely are drifting to the inside of the surf line. The sets are about 6 to 8 feet. This is fucked. The boat begins to jolt as the mast is starting to grind on the bottom 45 feet below. The horseshoe buoy is nearly pulled out of my hand and I remember that its drogue was all tangled in the rigging.

I hear Keith: "We're going to have to

swim for it." As we get sucked further out toward the Point, the waves become bigger and steeper and the mast grinds harder. The boat is righting itself. Wonderful, wonderful - it's coming back up. It's on its feet; the Farr out cockpit is dry. The boat's recovery has pulled Keith aboard, but I'm still in the water looking at the mast broken at the upper spreaders. The temptation to climb aboard is great, but I know the boat is crippled and still doomed. In a minute we'll be on the rocks.

> "We're in a totally fucked position." 📄 "We've got to get away from the boat." "Hey, this is fucked.'



"We're fucked."

A wave breaks just astern of us and steams into the rocks.

"What are we going to do?"

"Get some lifejackets."

"Over the quarter berths."

"Where are they?" Keith is on deck with 2 lifejackets in about 2 seconds. He throws one to me, and I gratefully abandon the entangled horseshoe ring. Keith jumps over the weather side.

"Get your boots off." The left one comes off easily, but the right one won't budge. Adrenalin accomplishes the job.

"We've got to get away from the boat." "We're going to have to swim for it."

ONCE TOO OFTEN

The boat is now surging strongly, and there is a good chance of serious injury by banging against it. A big set is forming outside. The first wave washes the boat away from us and pushes it toward two rocks about 10 feet from a vertical cliff.

"We've got to get to the right. Around the cliff, around the cliff."

The boat is now on the rocks. We can hear it crunching. Successive waves leave it high and dry and then drag it back into the water. I try to get under the white water of the waves coming at me, but I know that I'm going to be bashing into the rocks below. I keep my eyes on both Keith and the outside of the break so that no wave will sneak up on me. A big one comes, and I know it's rocktime. My right arm gives the life jacket a never-let-go hug, and my left arm comes up to protect my head. I take a deep breath.

The next thing I know is that I'm totally out of the water on top of a rock which is covered with seaweed and actually quite soft. My left arm is pinned to the rock at the shoulder by the three shrouds of the rig. The boat is to my left in two pieces. I pull my arm free, turn around, and see Keith in the water below me as another wave knocks me off the rock. We both see that we have to get 20 feet to the east where there is a chance we will be pushed between the cliff and a big rock, around the Point and into an area of smooth water. We keep shouting instructions to each other about how to do this. "We have to get away from the boat."

To get mixed up with the boat in this surf would certainly result in injury, and injury would severely limit survival chances. Swim away, swim away. I can only think of swimming away and getting into the narrow channel between the cliff and the big rock. I see another big wave break outside. I take a breath, and when I come up, I am in smooth water, slowly moving north alongside a sheer cliff. I don't see Keith, and shout for him. No answer. This is serious. I see another big wave break and come crashing through the channel I have just transited. It rolls out, and there's Keith.

"We made it — we made it!" This is true relief. The water even feels warm. We are now out of danger of breaking our bodies and into an area where hypothermia could be a problem. But it's not. After we begin the 1/4-mile swim to a small beach, a fierce squall line comes up. Visibility drops to zero and the dividing line between water and air becomes ambiguous. Locally it is blowing

at least 60 knots, maybe 70. We cannot face into it.

As Keith and I discussed this incident afterwards, we were in agreement that there were several factors which contributed a lot to our escaping almost uninjured (I did have



Left: Bill and Keith under spinnaker heading out the Gate in the rain. Above: Point Bonita, site of the crash.

Little red pieces of foam core of the boat start to blow past us in a bizarre Star Wars in reverse type sequence. The strobe light powers by. A buoyant cushion and a fender appear to literally plane past us. We don't care; we know we'll make it. Both of us continually fall down as we climb out of the modest surf, and I am embarrassed that I have trouble standing up. Somebody watching might think that I'm over-dramatizing. Neither of us are terribly tired, but 30 pounds of water in your clothes makes you awkward. We are glad to be

I don't see Keith and shout for him. No answer. This is getting serious.

alive and embrace. With our foulies breaking the wind we have only to hike barefoot up to the ridge and find a telephone with which to call the Coast Guard and end the search which must surely be starting. a small head laceration). They are:

- 1. Familiarity with capsizes and turtles in dinghies and knockdowns in larger boats. We weren't really panicked to see Felony upside down. It wasn't an entirely foreign view.
- 2. We have both had a lot of experience swimming in surf. It was just like being caught inside a few big sets.
- 3. We had long wool underwear on which substantially reduced the effects of cold water.
- 4. We were able to grab life jackets to offset the weight of wet clothes. Even though we couldn't get them on, their buoyancy was of paramount importance.

In answer to several questions which have already come up, I give the following response:

- 1. More lead in the keel might have prevented the inversion. I don't know. If we had not lost the rig, I'm confident that we could have sailed the boat off. It had positive flotation compartments and there was not much water below after recovery.
- 2. I don't know if an inboard motor would have helped us. It would have had to have started immediately and run without fouling in our downed rigging. It might have been helpful.
- 3. This was the exception to the rule about staying with the boat. In this case staying with the boat was death. After all, it ended up in pieces no larger than Latitude 38.
- 4. Although Felony was an ultralight, I don't blame her design or construction for the accident. I blame myself. I still like ultralights. I would certainly sail Felony again in similar conditions without fear.

- william mittendorf

CABO SAN LUCAS

(ORIGINAL PUBLICATION DATE: JANUARY, 1982)

Radio nets, be they ham or VHF, can be of great assistance to sailors. Often times they are used for important matters such as helping boats in distress or providing emergency medical assistance and advice. Sometimes they just save time; finding out the routine for clearing into a port, discovering where the best and cheapest foods are to be had, and all the local knowledge. And sometimes they are used for frivolous stuff: locating buddies, organizing volleyball games, arranging drunks.

To give you an idea how a VHF net works, we transcribed one while we were in Cabo San Lucas this December, hoping it would give you a better idea of how extensive the resources of a port are. The Cabo net operates every

morning at 0800 on Channel 68 except for Sundays.

Liebchen: Good morning cruisers at Cabo San Lucas, this is the Children's Hour. Barbara and I will be taking over the net from now on since Frank and Peggy on Shumari are getting ready to leave in the next few hours or days. I want to thank them very much for getting the net organized and thank them for the good records they gave us so we could carry on the work. We'll begin at this time by asking if there are any emergency announcements, medical problems or other emergency information.

Bandit: Yes, this is Bandit here, I'd like

to put out a request, over.

Liebchen: Go ahead, Bandit.

Bandit: Yes, ah this is the Bandit, a 50-ft. sailboat anchored in the far end of the harbor. We've been gone for 5-years cruising and seeing the world, and at the present time we're on our way back to San Diego. I understand a very good friend of mine, Paul Aliblack, a Uniflite dealer, who is probably fishing the Waffle Stomper, a 42-ft. Uniflite, I understand he may be fishing on another boat. I wonder if anybody in the area knows where Paul is.

Shumari: Info!

Liebchen: Go ahead, info.

Shumari: I think he's on Cissy Sassy.

Bandit: You're garbled, can you spell it out close?

Liebchen: I'll pass it on, I believe he's on the boat Cissy Sassy. Or Sassy Cissy. He's anchored over in front of the Hacienda Hotel; over.

Bandit: The Sassy Susie, is that it?

Liebchen: Sassy Cissy. You can probably reach him fishing during the day on Channel 71.

Bandit: This Sassy Cissy, what kind of vessel is she, brand name and such.

Shumari: It's a Uniflite, about a 48-footer.

Bandit: Roger, does anybody know if he's in this morning, over?

Shumari: Well, he was in last night, because it's his fault I've got a hangover. He's with Ed Martin, if you know Ed.

Bandit: I don't know Ed, but if you've

got a hangover, it sounds like Paul. Over.

Liebchen: Alright, are there any other emergency or medical information required?

Little Revenge: Little Revenge.

Liebchen: Go ahead.

Little Revenge: A guest on board strained or did something to her neck while swimming, and now it's stiff. I wonder if anyone in the fleet has any muscle relaxants. Over.

Ish-Ka-Bibble: Little Revenge, this is Ish-Ka-Bibble.

Little Revenge: Go.

Ish-Ka-Bibble: I don't have a muscle relaxer, but if you've used it or want any, I have some DMSO aboard.

Little Revenge: That's DMSO. I'm unfamiliar with that. What is that, can you tell me?

Ish-Ka-Bibble: After the net I'll explain it to you. It takes a bit of explanation.

Tashtigo: Little Revenge, Tashtigo.

Little Revenge: Tashtigo.

Tashtigo: Yes, I have a stiff neck all the time, and we have a good supply of muscle relaxers. If you want to come over and pick up ten of them, that's usually enough to do the trick. You can pick them up anytime.

Little Revenge: Roger, Tashtigo, we'll see you after the net.

Tashtigo: Also, this is information. We've experienced a lot of little stings in the water when we're swimming in the area, especially after southern wind when the swells roll in. The stings are from a small type jellyfish. Dwayne on Spanish Dancer had some information on how to treat the bites. . Dwayne, are you there?

Spanish Dancer: This is Dwayne on Spanish Dancer, go ahead.

Tashtigo: Yeah Dave, go ahead.

Tashtigo: We're doing a little medical thing here this morning and were saying lots of people have been getting small jellyfish stings. Can you pass on the information you gave me last night to treat them?

Spanish Dancer: Yeah, the latest Sport Diver magazine came out with an

article on stings and bites, and they say the best thing for jellyfish is to first flush the area with salt water, making sure there are no more jellyfish in the water. Then rinse it well in alcohol. After that dust it with either flour or baking powder, or talc of some kind. Scrape that off with a tongue depressor or dull knife, and then flush it with fresh water and you should be fine.

Liebchen: Great. Let's go on with roll-call this morning, and we'd like to run through the entire fleet this morning. If you're a boat that already checked-in, just give us your names and boat name. If you're a new boat, we request you give your boat type, length, name of crew, home port, and a quick rundown and where you've been. We'll start with A's, any A's?

Amola: Amola here.

Liebchen: Thank you Inger. Anymore A's? Alcheringa, are you with us? Nothing. B's and C's.

Bandit: Bandit here.

Liebchen: Good morning, Bandit, we've already had information from Bandit, he's a 50-ft. ketch. Louis, Chuck and Ron are crew, home port is San Diego. They've been all over Mexico, Costa Rica, Virgin Islands, Caribbean, Panama, etc. So after the net if anyone has a question about those places, give Bandit a call. Okay, any more C's or D's?

Contrary to Ordinary: This is Contrary to Ordinary with Kathy, Richard and Lauren.

Liebchen: Thank you, Kathy.

Consueno: This is Consueno, a new boat just in yesterday, with Sherry and Earl aboard.

Liebchen: Consueno, with Sherry and Earl. What boat and home port?

Consueno: We're a 34-ft. sailboat, home port is San Diego.

Deserve II: This is the Deserve II.

Dancer: This is the Dancer, out of Olympia, Washington, we're just coming around Cabo Falso and should be in Cabo San Lucas in an hour or so.

Liebchen: Good, what kind of boat are you?

Dancer: We're a Newport 40, we picked up some crew in Santa Cruz (garbled)

Liebchen: For people who may not have copied, he said they're a 40-ft. Newport out of Olympia, Washington; Ron, Diane, and Bruce. Anymore D's or E's, over. How about you, Dark Star, up this morning?

(Garbled): This is Ozzie, Dark Star doesn't have 68. They're usually here listening, but they're sleeping in this morning. They're still here, though.

Liebchen: E's or F's. Erotica, are you

there?

CHILDREN'S HOUR

Fabree: Good morning, this is Fabree.
Francis L.: This is the Francis L., with
Ron and Fran.

Flesta: This is the Flesta; one man crew, Frank.

Liebchen: By the way, Frank is looking for crew south, anybody looking to crew south or with suggestions, contact Frank. Anymore G's or H's?

Hawaiian Punch: This is Hawaiian Punch, good morning. Roger and Silvie, we just left from Everett, Washington.

Liebchen: What kind of boat?

Hawaiian Punch: MacGregor 36-ft.
catamaran.

Liebchen: Then you should be acquainted with Spanish Dancer over here, they have the other MacGregor cat. Any H's, I's or J's?

(Garbled check-in by somebody.) Liebchen: Good morning, Dawn.

Journey: This is June and Kurt on Journey.

Amola: This is Amola checking in for Jade, which has trouble transmitting. Jade is here with Phil aboard.

Karana: This is David and Jan on Karana

Little Revenge: This is Lola and Walton on the Little Revenge.

Odyssey: This is Odyssey out of San Diego, a Bristol 32 sloop with Ron and Patty onboard.

Primadonna: This is *Primadonna* from San Diego.

"We've got some two-part
epoxy we call
'greenstuff'. It's
the best thing since
sex and beer."

Tashtigo: Tashtigo, here.

(Garbled name): Larry and Dale.

Tangaloa: This is Tangaloa. Dave, Linda here.

Liebchen: Thank you, Linda, when is Paul coming back?

Tangaloa: I don't know.

Safe Passage: Safe Passage here, with Don, Joan, Lynn and Mike.

Shumari: Shumari here.



Spanish Dancer: Spanish Dancer here. **Track One**: This is Track One, John d Marga.

Liebchen: Is that a new boat checking in?

Track One: We're not a new boat, we're here at the entrance to the harbor and have been here for a month. We went down to Puerto Vallarta and Mazatlan and just arrived back last week.

We're Mexicans and pretty familiar with the area. If anybody needs help, we pretty much know everything that is going on. Okay?

Liebchen: Excellent, we're sure happy to have you here. You could probably help us a lot, and maybe we can do the same. Do you have the Peterson 44?

Track One: Negative, I'm skippering the 53 Hatteras, the one at the entrance to the harbor.

Turquoise: This is Turquoise with Neal and Beverly.

Triumph: Morning, this is Vasco on the Triumph.

Liebchen: Good to have you guys this morning, you are what, a C&C 61?

Triumph: That's correct. We apologize about yesterday, we slept in. Alcheringa's crew is sleeping in this morning. At least half of them are, they couldn't quite handle the pace of the party last night, could they?

Liebchen: Those things happen, it's all a part of racing, I guess.

Triumph: We'd like to wish all the cruising boats here a good, happy Christmas, and safe voyages next year. We'll be on our way up to San Diego this morning, hopefully gebibletting in there Thursday of next week. This year we've been right across to Europe and back, and before we leave, if anyone wants to fire any questions about the Panama Canal or any parts of Europe we've been to, we might be able to help and would only be too pleased to oblige.

(Triumph went up to Punta Tosca and anchored that night, eventually going aground, and was even high and dry by the next morning. She apparently worked off and

continued on.)

Liebchen: Thank you, *Triumph*, maybe you could stand by on this channel and people can contact you after the net.

Any other boats want to check in?

Terroro: This is Ron on Terroro, over by the entrance, next to Track One.

Velera Linda: This is P.J. and Patty on Velera Linda.

Liebchen: Waves, are you guys in this morning? Anybody we miss?

Alcheringa: Alcheringa here.

Liebchen: Okay, if there are no more boats checking in, we'll continue. Yesterday, Frank from Fiesta went around collecting money to reimburse the Immigration officer who had been stuck for about \$29 by a cruising woman who slipped away without paying the money back for phone calls made on her behalf. Also Frank was taking the petition around concerning the disappearance of dinghies. Can you give us a report, Frank?

Fiesta: Yeah, the letter to the Port Captain I turned over to Shumari. I'm not sure where it is now, it may even be in the paperwork he handed you. They are busy at the fuel dock now, we'll check on it later. As for the fund, which I've named the Connie Wagers Christmas Fund in honor of the girl who ran off, the goal was to raise 735 pesos, not colonies as I mistakenly called them. We exceeded that by hitting 836.90 so we've got a little surplus there, we can either leave it there or make a beer fund out of it. I say that isn't that much, why don't we just leave it in as an additional token?

I want to thank the boats I managed to find with people aboard, and apologize if I missed anyone. I'll be taking the fund ashore in another hour or two, but you can still contribute if you come by. For now I'd like to especially thank the boats Amola, Spanish, Ish-Ka-Bibble, Hawaiian Punch, Velera Linda, Tangaloa, Contrary to Ordinary, Willa Jean, Realm, Fiesta, Shumari, Journey, Francis L., Severance, Primadonna, Safe Passage, and Whisper.

Liebchen: Thank you Frank, you did a

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good job on that. And if you're listening, Shumari, maybe you can give us an update on the letter to the Port Captain about the dinghies.

Do we have anybody who went to the Port Office or the Port Captain's office yesterday and has a report on which boats have mail waiting?

Okay, we made it to the Post Office and didn't see any boat names on the list, but we didn't make it to the Port Captain's office.

Alright, let's move on to sale and swap, does anybody have anything they want to sell, swap, trade or buy?

Ish-Ka-Bibble: This is Dawn on Ish-Ka-Bibble, and I have an all transistor all-band Zenith TransOceanic radio that we're going to sell. About \$60, it's 15 years old, but works real good. We're picking ou different kind.

Track One: Okay you guys, I have a VHF, one of those Standard Communications Horizon 25s, and I want \$300 for it and it's brand new. It's got 12 channels, international mode, and all that jazz. In fact, I've got four of them here. Also my wife gives hair cuts. I'm quite a good diesel mechanic, too, so if anybody needs some help, I can help them out.

Velera Linda: Break. Liebchen: Go ahead.

Velera Linda: This is the Velera Linda. Track One can sell one of those radios if he goes up and sees Jill at the wash and wear laundromat. She wanted to pick up a VHF radio to get in on the net.

(Garbled): We need one of the cargo hammocks, one 4 or 5 ft. long to hold vegetables and stuff. We looked all over town and weren't able to find anything except human hammocks. Anybody want to get rid of one, over.

Liebchén: No answer. Okay, are there any other swaps or trades?

Spanish Dancer: Spanish Dancer here; we're going to need a volleyball now that Shumari is leaving. Maybe we could use the excess from that fund or take up a collection to buy another one.

Yonder: Break. This is the Yonder. I missed the check-in earlier, but we have a volleyball onboard. We're going out marlin fishing right now, but we'll be back this afternoon.

Liebchen: Great. You guys want to check in now?

Yonder: Sure, we're the Yonder from

"BREAK"

Rancho Palos Verdes. I'm owner, Jim O'Brien. The crew is my girlfriend Ann, Larry and Mickey. We're on a 70-ft. motorsailor.

Karana: Karana with a swap. I've got a copy of the Baja Cruising Notes which we no longer need since we're jumping across to. Mazatlan, but it's pretty informative for anyone going up into the Sea of Cortez.

Terroro: I have many charts of all of Baja, mainland Mexico, Central America, all of the Caribbean, some of Europe, Lake Ontario, Hawaii, Alaska — just in case anybody needs any of those.

Tangaloa: This is Linda on Tangaloa, and I have some mast steps and a couple of new dock lines if anyone is interested.

Odyssey: This is Odyssey and I'm having some trouble with my TillerMaster autopilot, and I'm wondering if I could borrow or buy some slow-blow TillerMaster fuses.

"This is the yacht."

Triumph, and two boys on the boat want to swap their bodies.

They had a big night last night."

Little Revenge: What amperage, over? Odyssey: I'm not sure, let me check my book . . .

(Unidentified breaker): One and one-half amp.

(Second unidentified breaker): Information!

Liebchen: Go.

Marika: This is Mike on Marika, we just came back in after losing our motor putting out here this morning. Ah, I talked to the factory yesterday about the symptoms you describe in your TillerMaster, of the very rapid moving back and forth off-course, and they say it sounds like your return spring was either tired or that the cord that wraps around the compass and goes to the return spring was possibly greased. But most likely

"INFOR-MATION"

the return spring was the source.

Odyssey: I'll be darned, I've got all those parts so I'll give it a whirl. However, I still do need a couple of those fuses.

Marika: Sorry, but I don't have any extras. Also, we've got our diesel fixed and are just getting ready to take off again and need to get some quick information to Turquoise if he's still there, over.

Turquoise: This is Turquoise, go ahead.

Marika: We tried to get a hold of you last night, but we tore this boat apart yesterday afternoon looking for that one zinc we told you about — but I'll be darned if I can find that thing. I can only figure that I threw it off the boat in San Diego before coming down here.

Turquoise: Okay, thanks anyway. Dave says maybe we can find one at the hardware store in town, so we'll check that out.

Velera Linda: This is Velera Linda, and whoever is looking for the zinc can call me after the net and I'll see if I don't have what you need.

Liebchen: Turquoise, I've got a zinc plate you can have: it's 6-inches by 6-inches, by 1/2-inch thick if you want it. Seeing that we've been through swaps, are there any repairs or parts that are needed, repairs or parts? We're sort of into that anyway. I might start by saying I do electrical and light diesel work, so let's go from there.

diesel work, so let's go from there.

Spanish Dancer: This is Spanish Dancer, and I have two of those 1.5 amp slow-blows left over from my old TillerMaster.

Odyssey: Yeah, I'd like those.

Liebchen: You can pick them up from Spanish Dancer who is anchored over here by us; we're down on the east end.

Marika: This is Marika, and we'd like to buy or swap for a 13x13 propeller, ho, ho, with a l-inch shaft. Needs to be a 3-blade.

Triumph: This is the yacht *Triumph*, and two boys on the boat want to swap their bodies, they had a big night last night.

Liebchen: Ho, ho, that sounds pretty good, ho, ho. Although we don't know of anyone here who will give you anything for them, though.

Ah, let's see . . . are there any

CHILDREN'S HOUR

"ROGER"

announcements anyone would like to make?

Journey: This is Journey and we're looking for some friends of ours on Sea Life that left San Diego about two weeks ago. They are Morty and Melody, they are ham operators, and I thought they might be talking over the manana net. They have a CT-42 ketch.

Bandit: Bandit here, yes I believe I was in contact with that boat off the general area of Salina Cruz. That was a week or two ago.

Liebchen: How about Terry on Erotica, he monitors the manana net. Terry, have you heard of the boat Sea Life?

(Unidentified): I don't think we've heard from Terry this morning.

Consueno: This is Consueno and I'm looking for someone who can patch a few holes in some stainless steel muffler pipe. Anybody with ideas?

Bandit: Bandit here. Yeah, we've got some stuff on the boat here we call 'greenstuff', it's a two-part epoxy that will fix anything. We've used it on many, many, many applications and found it's the best thing since sex and beer, over. We're in the far end of the harbor and you can pick some of it up; we're the 50-ft. ketch with the motorcycle tied on the stern pulpit.

Shumari: I have two of Admiral Lady's jury cans which I filled up with regular gas to go water skiing with, but I guess the waterskiing never happened. I don't need the gas, and I'd like to sell it to someone and get rid of the jury cans. So if anybody wants 9 or 10 gallons of gasoline this morning for 5 bucks, give me a call and I'll give them a call.

Francis L.: This is Francis L. and we'll take that gas from you. We'll contact you after the net, Shumari.

Liebchen: Frank, while you're on, can you tell us what happened to our letter to the Port Captain?

Shumari: Yeah, I have it here and I'll give it to those on the Francis L. when we make the fuel transfer. Sorry, but it sort of laid here unattended the last day.

Liebchen: Did we get any more signatures?

Shumari: There are a dozen or so.

Liebchen: I guess that's all for today.
So we'll close out the Children's Hour.

Triumph: This is Katie on the *Triumph* calling *Alcheringa*. We have your daughters and would like to keep them for breakfast, over.

Alcheringa: Just leave a few bones for us, but they are welcome to stay, over.

Triumph: Great, we're having French toast, you're welcome to come if you like.

Alcheringa: We've got bacon and eggs in the dinghy, over.

Triumph: Over.

Francis L.: Shumari. Shumari. This is the Francis L.

Shumari: Shumari's very busy right now at the fuel dock, we'll call you back in five.

Little Revenge: Ish-Ka-Bibble, over.
Tashtigo: Little Revenge this is
Tashtigo.

Little Revenge: Tashtigo. I believe you have the muscle relaxer. Over.

Tashtigo: Yeah, we've got enough to

"We tore this boat apart yesterday afternoon, looking for that one zinc we told you about..."

take care of your problem. I'll drop them off on my way in to clear this morning.

Little Revenge: I'd appreciate that. By the way, my name is Walt.

Liebchen: Where you guys going?

Tashtigo: Los Frailes, we should leave Monday at the latest, Saturday or Sunday at the earliest. We've had a good time here, and we went into San Jose del Cabo yesterday and had a great time there. We're eager to move on.

Liebchen: That's quite a bus ride to San Jose del Cabo.

Tashtigo: Yeah, I don't know why they are so slow on their schedules, it certainly isn't from a lack of putting the pedal down. But I'd recommend the trip for anyone for a change, and to get a good look at the

coastline.

Liebchen: The bus is no problem for those of us used to heeling over at 30 degrees.

Tashtigo: It's no problem as long as you make sure you don't sit up front, and only look out the side windows, never the front windows.

Bandit: Vessel moving out.

Shumari: Yes.

Bandit: It's been 5 years since we've been here last. Is the procedure the same? Is the office out at the far end of the road still immigration and Port Captain? And do you have to have an import permit to buy fuel? And what is the price of fuel at the dock now?

Shumari: Immigration is down the road like it used to be, the Port Captain is a two-story building in town. Aduana, or customs is down behind the plaza in the center of town. You need a note from aduana before you can buy fuel, and fuel is 40 cents a gallon.

Bandit: Do you have an import permit? Shumari: I understand it's only required on the mainland, but you don't need it for a fuel permit.

Bandit: That's a bargain compared to what it is in the rest of Mexico. If you're an American boat it's 6 pesos a litre, if you're a Mexican boat it's 1 peso a litre. So there's quite a difference, over.

Shumari: I understand. Oh, they want U.S. currency, too — but you do get all the water you want. Glad to be of service.

(Unidentified): Shumari, I'd be interested in what you have to say to the Port Captain on that petition about the stolen dinghies. We don't want to do anything too obnoxious, they've already put guards down on the docks. I don't really know what else they can do, but I'd like to hear what the petition has to say, anyway.

Shumari: I'm all with you, Bruce. I'm passing the letter on to Francis L. and I suggest you get a hold of it to read and that the fleet take your advice on the matter. So it's out of my hands.

Liebchen: Realm, this is Dave on Liebchen.

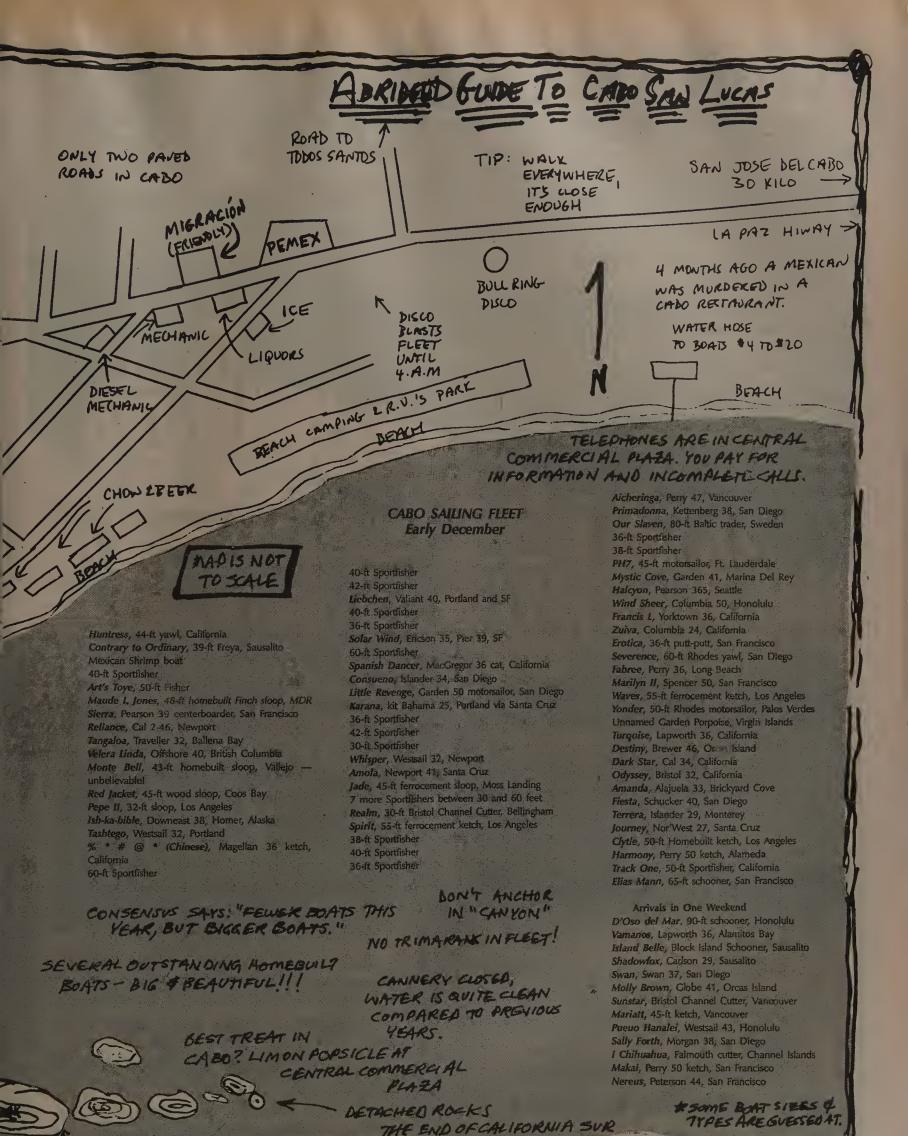
Realm: Go ahead.

Liebchen: I'm going to pick up the letter and will bring it by.

Realm: Frank, have a pleasant trip, and maybe we'll see you on the mainland. I should be in Manzanillo about February 10th.







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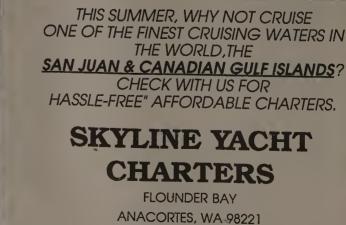
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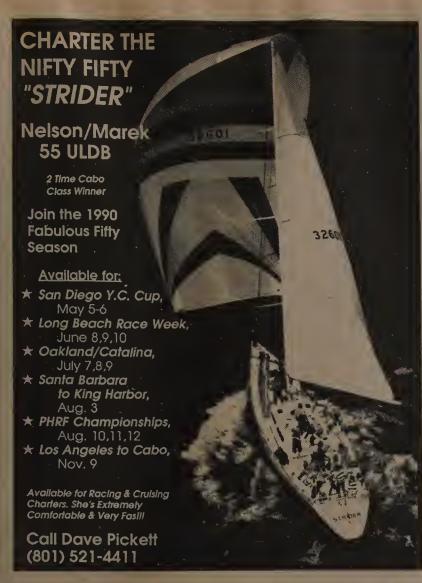
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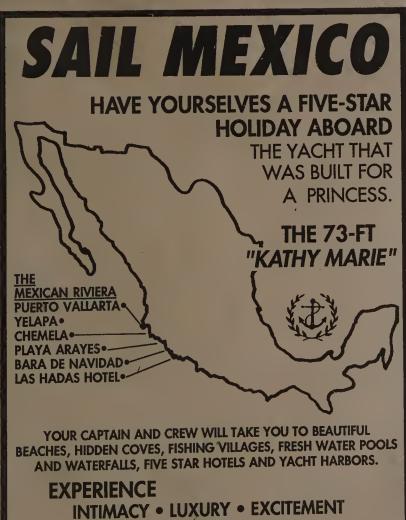
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Bruce Farr (right) and C&B's Bob Thomsen are all smiles on launching day of the first U.S. built Farr 36.

THE LATITUDE 38 INTERVIEW

(ORIGINAL PUBLICATION DATE: JULY, 1980)

BRUCE FARR

The following conversation with Bruce Farr was recorded in Santa Cruz on the launching day of the first Farr 38 built in the United States. Timber Wolf was cold molded by C&B Marine, who are big fans of Farr and his concept in cruising boats. Even though a cruising boat with a full interior, Timber Wolf's owner, Larry Harvey of Los Angeles, has entered her in the Kauai TransPac and the Pan Am Clipper Series.

Farr is a sensible, soft-spoken, 31-year old New Zealander who has been making a

living designing boats for the last 10 years. Most sailors are familiar with his successful racing designs such as SORC class winner Sweet Okole (now owned by Island YC's Dean Treadway); Mr. Jumpa, another SORC class winner; Monique, high point boat in the first Clipper Series (and now owned by Chris Gasparich of the St. Francis); and Zamazaan, the unconventional looking winner of Class B in the last TransPac (and now owned by the St. Francis' Bob Cole and enroute to San Francisco via the Clipper Series).

Currently Bruce Farr is devoting more time than ever to pure cruising boats, both because he feels his concepts have been singled out for penalty by the conservative IOR establishment, and because he feels the IOR requires you to design 'bad' boats.

While Bruce speaks quietly, he is very convincing, and we regret not having the chance to test sail Timber Wolf with him. Perhaps next time.

38: Bruce, everyone has heard your name and is probably somewhat familiar with your designs and that they are 'different'. Exactly how are they different from, say a Doug Peterson or Ron Holland boat?

Farr: You're asking for a comparison between state-of-the-art IOR boats?

38: Well, most local people know you for Monique, Sweet Okole

Farr: Yes, well, most of those are IOR boats of our design which we would consider something far removed from what our real style is, because they had to be designed to try to fit a pretty bloody terrible rule. In general terms, our style is as follows: Hull form is light displacement, (not ultralight), moderate beam (by modern standards), with powerful sections, a wide stern and fine bow. The powerful hull coupled with a good percentage of ballast set low in a high aspect keel and fine bow sections makes the boat stiff and ensures excellent performance to windward, particularly in rough water. The rig is a non-masthead swept spreader arrangement, with no complicated runners, and easy to handle mainsails, and a mainsail large enough to drive the boat by itself for 'nonchalant' cruising. The displacement is light not only because it is easy to handle, but because it's more economical to build and has a lot of room - compared to the amount of money you spend. In our part of the world economics are vital, most of the yachtsmen are the poor people, not the rich people.

38: Are all your boats fractional rigs?

Farr: Just about all. I think we've done two designs without fractional rigs.

38: Somebody once referred to the shape of the bottom of Farr

boats as 'saucers' - is that accurate?

Farr: Because they are light displacement boats and reasonably beamy, they tend to be pretty flat across the bottom, very shallow hulls.

38: As a point of reference, how would they differ from a Peterson

Farr: As compared with a modern-day Peterson or Holland boat? First, for a given overall length, ours would be longer on the

waterline, a little narrower, considerably lighter, have a lower ballast ratio, and carry less sail. The result is the boat is not only much faster reaching and running, it is easier to handle, a lot cheaper to put together, and a lot cheaper to campaign. Incidentally, our cruising boats would have the ballast a lot lower in the keel because they don't have to worry about the lOR's center of gravity factors.

Our fractional rig gives a lot of advantages. Most boats only have one mainsail no matter if they are fractional rig or masthead rig—and all money pours into sails for the foretriangle. If you have a big mainsail and a small foretriangle, you suddenly save 30 or 40% on the cost of the sails and also on the cost of the winches to pull them in

38: We've heard various rumors that you've said 'the hell with the IOR rule' and are devoting yourself to doing cruising boats. Is that true?

Farr: Strictly speaking, we haven't said the hell with the IOR. What we have done is made a conscious decision not to rely on IOR boats for our sole income. We just can't see the thing being long term enough, or producing big enough numbers to justify it as a sole source of income. We still do IOR boats when we feel like it, when we have an opportunity to put a good act together. In other words, if we can win, we'll do one.

38: What about bigger boats like the 52-ft Zamazaan?

Farr: We haven't done anything like that since. We're looking at the possibility of doing a couple of Admiral's Cup boats for the next Admiral's Cup. That's obviously a high pressure contest and a good place to be in an IOR boat, and at this stage we're looking for people to do a good act with. We believe we could put together the rest of it, engineer the structure, do a complete backup service, right through the sailing. That's really where we're looking in the IOR scene at the moment, as far as the northern hemisphere is concerned.

38: You said something curious — 'the complete backup service'.

What do you mean by that?

Farr: We feel that to do a modern ocean racing yacht, somebody has to be responsible for the project from the beginning of the design right through to the starting line. A lot of designers are not giving that



kind of service these days.

38: You mean, for example, coordinating with the sailmakers and so forth?

Farr: Yes. Sailmakers are obviously difficult to coordinate because they have their own little development area, but you start off with the basic hull which everybody supplies. The structure is the next important area and many designers don't get involved with that, particularly the details of construction like fittings and that sort of thing. The next main step is the rig, where the average designer doesn't specify structural detail, mast requirements, mast fittings and so forth.

It goes on and on to the stage where you're on the starting line with a boat that has a hull of one person's design, a deck layout of someone else, a third guy's mast, another's sails, and so forth. We think it's better — and we've done it before — for somebody to be responsible for the whole thing. That's the way we'd like to do that kind of project, because we know we're going to be a lot happier, and so is the owner. That's because he hasn't got five different experts passing the buck when it all doesn't quite gel.

38: So you haven't given up on the IOR but are being much more selective.

Farr: We want to do nice yachts, boats that handle well, and we have a reputation for that, but the IOR rule is getting more and more difficult to do that within. This means we're going to be at the lower end of displacement that the rule will allow, and by doing that we've been vulnerable to rule changes, because the rule changes have always been aimed against light displacement and wide sterns or you name it, whatever we've done.

38: Has the 'Farr' wide stern been penalized?

farr interview

Farr: They've had about three goes at it, and every time it gets a penalty and every time — every time — we find a way around it.

38: Do you get the feeling people are out to get you?

Farr: I think there's no doubt. Ho, ho, ha. (Laughs a little self-consciously.)

38: Is that right?

Farr: Yes. Several of the rule changes were aimed directly at us. 38: Why would they do that? It's not that we don't believe you,

we're just curious:

Farr: The rule was drawn up by an establishment which is basically pretty conservative. They see anything new as being bad. Anything that doesn't look like what their idea of a cruising/racing yacht of 15 years ago looked like, then it must be bad. I suppose they're a bit like American auto makers, aren't they? Ho, ho, ho. If it doesn't look like a 1959 Cadillac, it can't be any good.

There's that sort of conservative element in the rule, and also an element of competition obviously where the rule is technically controlled by conservative designers, or designers of previous style boats. Those who gave us the narrow sterns and all those things the IOR rule has given yacht design in the last ten years, those people are trying to keep their act in there by stopping anything new.

38: Locally, Bill and Heather Clute had a Doug Peterson design, *High Noon*, built. Are you familiar with it? Is that a duplication of one

of your concepts?

Farr: Well, it's a Peterson version of a Bruce Farr boat. Peterson wouldn't agree with that, but it really is. It's not a rip-off because it's got Peterson's style. It's got a Peterson bow which is deeper in the forefoot. The turn in the bilge is different, it's a little bit beamier than our boat, and it's a little bit different in the skeg treatment, but basically, it's a Peterson attempt at our style of boat.

38: Do you take that as a compliment?

Farr: (Thinks for a minute). Yeah. (Thinks for a few more seconds). Yeah, I guess so. It really originated with this one tonner he did for the 1977 World Champs...

38: B 195?

Farr: Yes. Everybody knows it was an attempt to beat us at our own game, and it didn't work. It matched our boats in some conditions, but didn't get near our boats in others. Our performance was as good as his best, but a lot better than his worst. But it's in a similar vein of lightish displacement boat with much better handling characteristics.

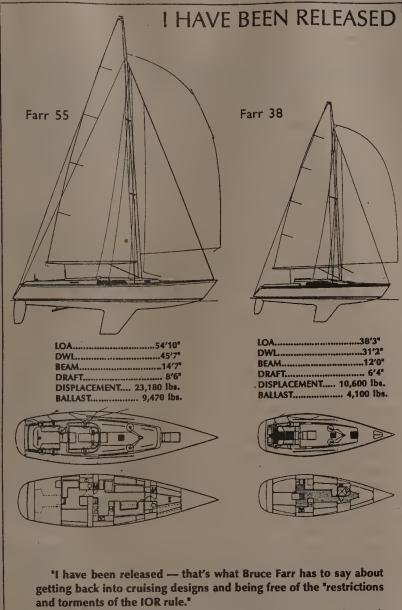
38: Are your boats designed to reflect the sailing conditions found in New Zealand?

Farr: I think that was probably true in a lot of our earlier designs. A lot of our early IOR boats inevitably tended to be heavy weather boats because every time somebody changed the rule we'd have no option but to cut some sail area off to keep the rating. So, even if we put a bit more sail area on a boat, we'd eventually be forced to take it off again.

Our more recent designs — from about 1977 on — have been tending much more to what people would consider to be northern hemisphere conditions, featuring a lot better light weather performance. The trouble is that our boats haven't been recognized for their performance in those conditions. Everybody has it stuck in their head that Bruce Farr boats are heavy weather boats, but we designed some really fast light-weather boats. The centerboard one-tonners we did in 1977, although designed solely for the Auckland conditions, were very fast light weather boats. They got screwed up by rule changes but they were still quick boats in light air.

38: Bob Cole of San Francisco recently bought Zamazaan. What can you tell us about her?

Farr: She was designed as a dual purpose boat. The owner wanted a boat for passage IOR racing primarily, but also wanted a fast boat around the harbor in non-rule handicapping systems — PHRF, that sort of thing. So, it had to be an all-around boat, too.



Shown here are his 55-ft cruising design, and his popular 38-ft design.

What does Bruce think makes them so great? He thinks it's the combination of the wide stern which gives stability and power, the light displacement which makes the boat easy to move and handle, and the high sail area to displacement ratio which makes the sailing exciting. He also says they are comparatively inexpensive to build.

Of course, that's an almost impossible request because you can't have a competitive IOR boat that is also fast for it's size — but the idea was to work a decent sort of compromise. The original thinking was that it would be primarily a fast downwind boat, but still be good upwind. Zamazaan came through a little overweight, which took a little sparkle off her downwind performance, but she was still fast downwind, very fast. The surprising feature was her upwind performance, she's a very, very fast boat upwind, particularly in a sea. That surprised everybody who had anything to do with the boat. Actually, the layout was in great conflict with weight concentration, but we just did our best, and she's a boat that has a beautiful motion in a chop, and sails really fast and really high, even in light and moderate weather.

38: We're going to get off the IOR topics real soon, but is it your opinion that the IOR has encouraged unsafe boats?

Farr: Yes, I think there's no doubt that the rule has encouraged unsafe boats, particularly in regard to stability. There's all this cry at the moment about the Fastnet Race and dangerous boats and low stability, and a lot of it gets related to light displacement boats. That's nothing but a whitewash. The real truth of the situation is that the IOR

farr interview

encourages a lot of bad features in boats.

38: What are they specifically?

Farr: The obvious ones are excessive beam, narrow sterns, short length, high area sail plan, and low stability. Low stability is probably the most crucial in affecting safety. The IOR encourages boats to have high centers of gravity, which means they have less stability than they could have at high angles of heel. That means they're not as safe as they could be, particularly. in a knockdown situation.

As far as an ocean going boat is concerned, they simply are not as safe as they should or could be. It has nothing to do with modern developments in yacht design as such, it's all rule-related problems. It's the rule that encourages these things, and the only way to fix it is to change the rule. The problem is the people running the rule don't want to change it for the majority of the fleet, because the majority of the fleet waves the flag and says 'Hey, we don't want all our ratings changed relative to other boats'.

38: Who runs the rule?

Farr: Gary Mull and Doug Peterson, I guess. They're the two designers on the rule, they are the guys who punch the numbers. There are other people on the ITC (International Technical Committee), but what do they know? The designers on the ITC can sell a story to the rest of the ITC.

The changes coming up for next year are a great example. They say 'here's a scheme that will encourage stability'. They've changed the formula around a little bit and it looks great, but it's a load of... well, it's a load of... whitewash — a snowjob! Yes, it changes all the CGF and changes all the ratings, but for any boat over current minimum CGF it won't change it in relation to any of the others in that group. Effectively what the new formula does is raise the bottom limit of CGF. So how does that encourage more stability? It doesn't. It just limits how unstable you can go.

The rule is now full of that sort of formulation where they haven't actually changed the trends in the rule. They haven't changed to formula to discourage sail area, or to encourage length, or to encourage stability; all they do is limit it. But the rule, for the majority of the fleet, is the same as it was four years ago. It's just that anybody who goes too far in certain directions gets clobbered.

38: Do you think "they" look at the rule as producing fairly unsafe

boats and just don't want to change it?

Farr: I think a lot of the people have gotten so locked into the IOR scene that they don't know what a decent boat looks like. They think that this animal they've developed is a great boat, but they just can't see past it. I mean, IOR boats just sail against IOR boats, so how the hell are you going to know if they are good or bad as far as pure yacht design is concerned?

38: So what you design as your cruising boats is your idea of a good, all-around, rule-free sailboat? Safe, fast and easy to handle?

Farr: Yes, the first consideration is safety. That means that it had better be strong and have high stability, which requires a low center of gravity. Handling ease necessitates as much waterline length as possible and a nice moderate beam — by modern standards, which means it would be wide compared to 30 years ago. It should be broad of stern so it doesn't round up on reaches, and have an easily handled rig. The latter is really important for cruising. It doesn't matter when you're racing with half a dozen apes on board, but for cruising, it's got to be easy to handle.

We've designed boats that will sail in all conditions under the mainsail only. If you want to go sailing, you just put up the mainsail and forget about all those funny things at the front end which make sailmakers rich. The 38-footers for example, they'll sail to windward

in a 15 knot breeze in something like 5 1/2 or 6 knots.

38: How much more speed do you get by hoisting the headsail? **Farr:** About another knot. With just a main though, the 38-footer will walk all over a half tonner to windward in anything over 8 knots of breeze. I think it's really important to note that the 38-footer, for

farr interview

example, is a lot faster than an IOR boat of the same length. It costs half as bloody much, and carries around a full interior as well.

38: Larry Harvey's Farr 38 *Timber Wolf* is being launched by C&B Marine. What boats will he race against?

Farr: Well, he'll rate about 34.0 under the IOR. He won't sail to that rating all the time, in fact, he won't sail to that rating very often at all. But he'll be sailing with 42 foot 10R boats on a boat-for-boat basis — that's without two running forestays and four running backstays and three spreaders and 25 headsails, and 10 spinnakers and a crew of international experts.

38: What do you think of Bill Lee's boats?

Farr: I think they're quite an interesting concept, and I think he's looking at the thing in a not dissimilar way that we are. His boats are more specialized than ours, more oriented towards downwind sailing, and I think it would be fair to say they are poor upwind. The big difference between Bill's boats and ours is that we'll trade downwind speed, to just a limited extent, to gain really good upwind performance. That's where we score, we've got light displacements boats that are fast upwind.

38: Yours aren't as light as his?

Farr: No, not that light.

38: What do you think of Bob Perry's stuff?

Farr: I think a lot of his cruising boats strike me as being somewhere between the traditional accepted cruising yacht design and what we should have for the 1980s.

38: What is the traditional cruising yacht, can you give us one example of what you mean?

Farr: I think the worldwide accepted cruising boat is the sort of Cheoy Lee style: heavy, beamy ketch rig with all sorts of rubbish all over, not a sailing-to-windward type of boat. More recently it might mean a late '60s or early '70s IOR boat which has sort of come to be identified as the accepted boat for cruising. God knows why, because they are terrible things. Unfortunately, people have the concept that anything else is a racing machine.

I see us as having developed an alternative style for the future, something that is not steeped in tradition. It has features that are good in racing boats but are great in cruising boats. Like speed. Like the ability to go to weather. Those things are really important in a cruising boat, I think. I see Bob Perry as filling a gap somewhere in between what is the accepted cruising boat and what we are doing. I see Bob as dealing with people who have a very traditional cruising boat outlook and getting them looking somewhat in the direction of the 80s, sort of halfway there.

We, of course, see ourselves as being in the '80s, providing 1980s technology and 1980s design ability to produce a really good product for cruising people and racing people — we're talking about PHRF racing and one-design racing. That's probably where the future is anyway, in those kinds of racing.

38: In New Zealand, when people think about going cruising, are there a lot of old, traditional ketches and so forth?

Farr: No, there aren't.

38: Are New Zealanders more progressive?

Farr: Yes, they generally are. There's been light displacement boat development in New Zealand for I'd guess 20 years now. That's because we've had to be more cost conscious than most of the rest of the world. When you have to be cost conscious, you want to get all you can for your money — it's as simple as that. So that's encouraged light displacement boats. I think that of the boats built in New Zealand for cruising, 80 percent of them would be considered light or medium displacement.

38: Are most fractionally rigged?

Favr: Certainly an increasing number. I don't know what the percentage is, but I'd say it's certainly around 60%. People are becoming very aware of the advantages through boats like the 38-footer, which is the quickest selling cruising boat in New Zealand

over 30-feet.

Lots of people who bought those boats did so for cruising, and never want to race. Some are putting in hot and cold pressure water systems, showers, and all the rest. And if they did want to race, they still could do well. But those people are coming from heavy displacement traditional cruising boats, and they just can't believe it. Half the time they'll just up the mainsail and cruise around, or the wife can easily put up the small headsails. And they can motor around at 9 knots under power. They just can't believe it.

38: Nine knots under power?

Farr: With a big engine. 38: Do you sail a lot?

Farr: I used to do a lot, but I haven't done, a lot in the last few years. I try to get out on the new boats as often as I can. Peter Walker out of our office has actually been doing most of the sailing, and I haven't, so I get much of the input from him and incorporate it into the design process.

38: Do you think you're at a disadvantage being in that part of the world where there isn't as big a market for boats?

Farr: Certainly our part of the world has a smaller market than North America or Europe, but we have a pretty established hold on the market there, a big share of it. That's what keeps us there at the moment. But I think we're definitely at a disadvantage as far as the rest of the world is concerned, there's nothing like access, like being on the spot. Each year we've been thinking about setting up a branch office either here or in Europe.

38: Do you have any favorite boats that you've ever done?

Farr: Yes, I guess you always do, and maybe for all the wrong reasons — 18-footers. I've designed four world champions, back in the early '70s. They are great boats, and I'd always be happy to go and have a sail on one if anybody asked me. They are wonderful, wonderful pieces of machinery.

The 38-footers are a big favorite because it was a new attempt at an old game, something we hadn't done in a while. It was really our first big job back in cruising boats, and it's been really successful, with over 60 boats going around the world now.

Beyond that there's a 55-footer we did in New Zealand that is a cruising yacht, which is a big favorite. It had a fair amount of accent on performance — the guy wanted to go fast — to do harbor racing and try and humble the 65-footers in the harbor, which he succeeded in doing. It's a really nice boat. It's more moderate than even the 38-footer, more narrow for its length, with a lot of sail area, good stability, and is a really fast boat in all conditions. As far as performance goes, it will beat anything its size that we've seen, and it's still a proper cruising yacht. They did one race that was a thousand miles and just missed a 62-foot boat's course record by four hours. The owner told me that he couldn't believe it: they were on a broad reach with the chute up and they hit 22 knots — and he was steering with one hand and holding a sandwich in the other! An IOR boat can't do that.

38: Are there anybody else's designs you admire, or are your ideas so different? What do you think of Doug Peterson's and Ron Holland's boats, or are they too bound in the past?

Farr: They are really middle of the road type boats and they are really tied into the lOR rule. What can you say? Within the rule, they are successful. Outside of the rule, they don't rate as decent yachts, at least by our standards.

38: Who else agrees with you? Besides Bob Thomsen of C&B Marine sitting next to you. Laurie Davidson? Is this solely a Down Under trend or what?

Farr: We're not anything like alone. Within the framework of the IOR there are people like Paul Whiting, Ed Dubois, Laurie Davidson, and a lot of other lesser known people doing similar things. Outside of the IOR rule we've got a bunch of other New Zealand designers like Bob Steward, Jim Young, John Spencer from a few years back — all

farr interview

have done similar styles of boats for similar reasons.

Up here you've got Bill Lee who may be a little bit more extreme, but who's still in the same vein. Shad Turner's done some pretty nice boats, and in Europe it would be VandeStadt — and he's from 20 years back. In fact, he might have started it all.

38: How long have you been designing boats?

Farr: It's hard to say, I guess about 20 years. I'm 31 now.

38: You're a kid!

Farr: Yes. I built the first design of mine when I was 12 years old. I was building boats from the time I left school at about 17 until I was 22. In New Zealand you couldn't say you were a yacht designer and that people ought to buy your plans, because nobody would pay more than \$10 for them...

38: Ho, ho, ha, ho, tough market.

Farr: The only way was to have a boat building business and do the yacht design on the side, as a fun thing to do. As time went on, I was gradually able to turn the thing around and do more yacht design and less building, until design is all we do. So for the last 8 or 9 years I've been able to survive solely on designing boats.

38: Are you able to make a reasonable living doing that?

Farr: It has it's ups and downs. Since about '74, I really went way up with IOR popularity and then went way down when somebody took the axe out and went zap! 'You shall not design any more IOR boats except the odd one a year'. Since we've got back into more sensible yachts we've been going through a period of getting things back on the ground, and now that it's established we can make a reasonable living at it again.

38: You're middle class then in New Zealand?

Farr: Yes. I don't have a seaside house with a swimming pool and harbor view and that sort of thing, but I do have a nice standard of living. Definitely somewhere between poor and millionaire.

38: How many other people are building your boats here in the

states?

Farr: There's a 55-foot boat being built in Los Angeles and some boats being done in Canada — 38-footers. We're drawing up a 44-footer that C&B Marine will do here in Santa Cruz.

38: Have most of your boats been cold molded?

Farr: I'd say about 80% have been done in glass. Most of our production boats are done in glass, and the 38 has now been produced more often in glass than any other material, although timber boats originally had more. We do a lot of trailerable boats in glass.

38: Do you get a chance to do much cruising yourself?

Farr: Not much lately, although I did a lot as a kid. In Auckland there is a huge semi-sheltered area nearby, roughly 50 miles square with plenty of cruising areas. About 150 miles away there is the Bay of Islands with another similar sized cruising area, and with a lot less building going on there, it's a really good cruising area.

38: You do a greater range than most designers it seems. From 17

to... how big is the largest one you've done?

Farr: We've got a 68-footer building at the moment in New Zealand, for the next Round the World race.

38: It's made to go like crazy?

Farr: Well, it has a little bit of rule consideration because they wouldn't mind winning one of the Southern Ocean series in IOR as well as across the line! Ho, ho, ho, ha. It's a lightish displacement boat by terms of most boats doing the race, but it's a little conservative. It's got to be safe, because there's not going to be anyone out there to help them if they break down in the middle of the southern ocean.

38: Do you think your boats are safer than most of the other

Farr: (Hesitates). I believe they are, yeah. We concentrate on things to develop high stability, high strength, and good handling characteristics — and handling characteristics are very important. A

lot of people can get into trouble because it's simply too hard to handle their boats.

38: Have you ever done a 180 on a boat?

Farr: No. I've done the odd 80, or 90, but that's it.

38: Are New Zealand waters generally rougher than other spots around the world?

Farr: I think we get a higher percentage of stronger winds there than in most other sailing areas in the northern hemisphere. That's not to say we don't get light weather, too.

Around New Zealand we've got a couple of really bad ocean areas. The Tasman Sea between New Zealand and Australia is recognized as one of the worst sets of conditions you can get in the world. Between the two islands of New Zealand — Cook Strait — is probably one of the few places that's even worse than the Tasman Sea. In Cook Strait they get 80 to 100 knots quite regularly. They lose 250-ft ships, things like that.

38: Do you lose many boats down there?

Farr: Not really. We lost a couple last year, but that was unusual. 38: Were you familiar with Paul Whiting's Smackwater Jack that went down?

Farr: I knew it reasonably well. The conditions they had at that time were very extreme. There were six or seven boats headed back to Australia at the time, and I think only one managed to keep on sailing. Condor actually had to hove to, it was that bad. Peter Blake, who was on the boat, said it was the worst wind conditions he'd ever been in and he'd been in two Round the World Races.

38: Had he been on the boat in the Fastnet Race?

Farr: Yes. He said it was much worse than that. They reckoned that winds were at least 75 knots and those are the conditions when you've got to start counting on luck. A couple of our one-tonners were out. On one of them the crew just took the sails off, went down below, got the rum out and left the boat to its own devices. They got the shit knocked out of them but they got through okay. The other one-tonner tried running with it, but the seas were breaking, they were going too fast, and the waves were too steep and filling up the cockpit, things like that. Eventually they just started the motor and powered into the wind, and luckily they had enough fuel to keep the bow into it.

38: Is that a good technique or was it just desperation?

Farr: They lived. The conditions were very extreme, and who knows what the answer is in those conditions?

38: So you feel that if the weather gets really, really bad, you've just got to be lucky.

Farr: Yes, I think so.

38: Last month we talked to Bob Perry and asked him if he had any advice to give to cruising sailors. It's your turn; do you have anything you'd like to say?

Farr: I think that the biggest misconception cruising sailors have is 'heavy equals safe'. I think cruising sailors have become entrenched in things that are 20 years old. A lot of people are sailing around thinking that the best cruising boat is something that is bloody heavy, and can't sail to windward. I think they are frequently looking in the

opposite direction of where they should be looking. I think the other misconception that a lot of cruising people have, is that anything fast isn't good. You meet this reaction that 'if it's slow it must be a cruising boat'. Our feeling is that speed is probably more important for a cruising boat than it is for a racing boat. The racing boats are just relative to other boats racing the same course and it doesn't really matter if they are all in slow bathtubs, because one of them will still win. The cruising person has a lot more very real demands for speed. He's going sailing, he wants to get somewhere, the faster he does it the happier he's going to be, and the safer he's going to be because he can pick his weather conditions. Our feeling is that cruising yachts ought to be fast yachts.

latitude 38

(ORIGINAL PUBLICATION DATE: JANUARY, 1980)

One afternoon as the F-Express bus to Berkeley that I commute on climbed the grade out of the city onto the Bay Bridge, I noticed the Larkspur Ferry being set to the north as it backed out of its berth at the San Francisco Ferry Terminal. I have gotten into the habit of carrying a tide book in my briefcase, and while I was checking the current table I noticed that a young woman sitting on my right looked up from her book and stretched a bit to get a better look at the bay. Evidently she was taking a peek at my tide book too, and seeing the opportunity to strike up a conversation, I volunteered an interpretation of what was going on below.

"The tide book says another half hour to slack water, but it's already ebbing around the city piers."

She seemed interested, so I continued.

"The tide always turns first along the cityfront. See how much smoother the water is past Alcatraz where there's still flood?"

"That's fascinating," she said. "Why do you think the tide turns like that?"

"Well," I responded with the

confident air of an old salt passing along years of seafaring experience to a novice, "tidal currents always turn first near shore. Probably because shallower water has less momentum and can reverse direction faster."

"But then, why doesn't the tide also turn early along the north shore and in the shallow water off Richmond?" she asked.

Still feeling that I knew what I was talking about, I explained that there is in fact some early ebb along the north shore, especially right outside the Gate, and that the Richmond area is influenced by the Raccoon Strait and the Sacramento River flow, and doesn't have much tide of its own anyway.

"That still doesn't explain it," she said as she took the tide book from my hand and turned to "Three Hours After Maximum Flood." "This page shows the entire South Bay ebbing, while most of the North Bay is flooding — and the North Bay is just as shallow."

There was a hint of playful provocation in her voice that suggested I was on thin ice, but I stuck to the "experienced mariner" routine and explained that the bay tides are very

complicated and that it could take a lifetime of sailing and racing in them to really know how they work.

"Actually, there's a simple mathematical model that describes this phenomenon fairly accurately," she said. "You see, the South Bay is a standing wave; while the North Bay is a progressive wave, so their response to the same forcing function is 90 degrees out of phase."

Now, that was exactly the kind of wise-ass remark that I was afraid of, but by then it was too late to save face.

"The North Bay is a what?" I asked meekly.

"The North Bay is a progressive wave, the South Bay is a standing wave," she repeated authoritatively.

This launched us into the complete derivation, most of which, to my surprise, was relatively easy to understand.

"Imagine a bathtub with the water sloshing from end to end. What you have is a body of water with a standing wave, and the South Bay behaves very much like one end of the bathtub. The tide reaches its maximum height at slack water, runs out with its greatest speed at the middle water level, and is slack again at low water. The Bay of Fundy, and to a certain extent Long Island Sound, work the same way.

"The North Bay, however, is like an infinitely long trough, open to the sea at one end. When the ocean level is highest, water flows in the fastest. At mid-tide the current is slack, while at low tide the water flows out. This is typical behavior for a river mouth, with the "waves" of tidal current progressing upstream.

"So then why does the South Bay turn first?" I asked.

"Now run the two models simultaneously and see what happens."

By this time she was getting somewhat pedantic, but as it seemed likely I would learn something useful, I played along.

"Okay. If it's high water in the ocean, the North Bay floods, right?"

"Exactly. Now think about what the

"The South Bay begins to slosh back to the ocean while water still runs into the North Bay and Delta. At low water, the South Bay floods first in a similar way. So, you see, there's a fundamentally different reason for early tide change along the city front than what many people assume."

MEETS LEE HELM

South Bay is doing."

Imagining the end of the bathtub, I said, "The South Bay would be slack at high water."

"Right. Now imagine a short time after high water."

"The South Bay will have started to ebb, while the North Bay is still flooding!" (In a flash it was all perfectly clear.)

"Right again," she said with the satisfaction of a teacher who has made progress with a difficult student. "The South Bay begins to slosh back to the ocean while water still runs into the North Bay and Delta. At low water, the South Bay floods first in a similar way. So, you see, there's a fundamentally different reason for early tide change along the city front than what many people assume."

Our bus was now on the east crossing of the bridge, and I stared over at the Berkeley Pier trying to appreciate the implications of this theory. It certainly accounts for the north or south flowing currents through the Pier and across the Olympic Circle.

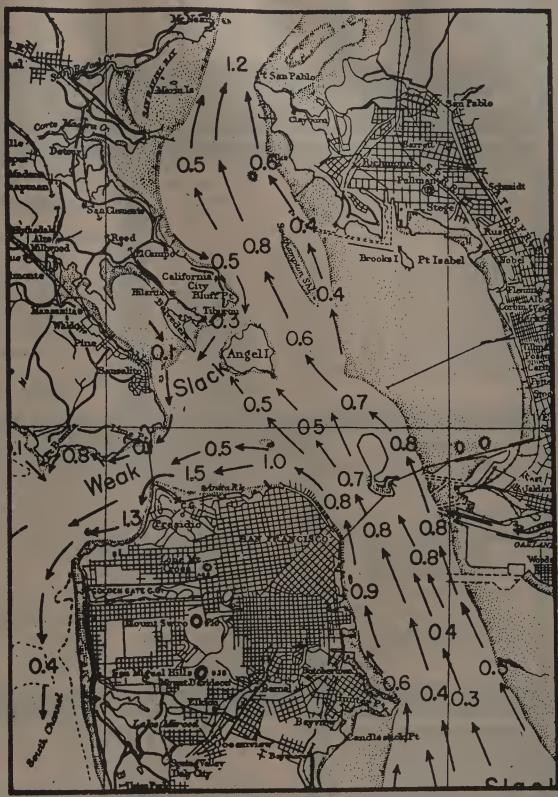
But one thing didn't fit in, so I turned around and said, "If all this is true, then the South Bay turns at high and low water while the North Bay turns at midtide. There are three hours between high water and mid-tide, yet the South Bay only leads by about an hour."

"Avery astute observation." (She was obviously impressed.) "This points out the shortcomings of idealized models in general. The real world never seems to follow the idealization as well as we'd like. Even so, I think you can see the value of the model."

"Yes," I said, "I have to admit that's the best explanation, of the bay tides I've ever heard. How did you ever figure it out?"

"Actually, credit should go to a naval architect named Steve Schaffran, who presented this theory at a sailing symposium he organized a few years ago while he was a graduate student at Berkeley. I was just starting in the department then."

She introduced herself as Lee Helm,



Three hours after maximum flood at the Golden Gate.

a graduate student in naval architecture, and we were gossiping about various boats and their ratings when she suddenly noticed the bus was at Shattuck and University Avenue. "See you out there," she said with a gesture towards the bay as she jumped up and scrambled to the door of the bus.

Hopefully I will run into Lee Helm again in the next few months because I have several questions of a technical

nature that have been on my mind for quite some time. Meanwhile, if I find myself playing "Old Salt" explaining the bay tides, I'll have the necessary bit of theoretical background.

— max ebb

Max — We'd like to send you a few cabbages for your interesting report. Your initials and address will suffice if you wish to keep your identity a secret between you and Lee.

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SINGULAR PERSONALITIES

(ORIGINAL PUBLICATION DATE: JULY, 1980)

A Few Words With A Few Singlehanded Sailors

HANS VIELHAUER, SCAMPI 30, MACH SCHNELL

"I'm pretty disgusted right now, pretty upset. I don't know what to do . . . I'm not going to finish the race or something . . . "

What upset Hans is that he had gone to

Hans Vielhauer



all the trouble and not inconsiderable expense to have his boat measured for an IOR certificate. Then, two days before the start of the race, the IOR division was scratched, and he was assigned a PHRF rating, a rating he doesn't like, and in all fairness is higher than anywhere else in the country.

Other than the rating flap, Hans appears cool as a cucumber about the upcoming race. He's taking the same boat as last time, and the changes have been few. In the first race his Orinda Controls autopilot pooped out, but now it's been repaired and appears to work quite well, and it will be backed up by an Autohelm windvane.

Hans not only has done a number of the Singlehanded Sailing Society events, but also was a founder of ASH (Association of Singlehanders). He has done all of their ocean races, including the gale whipped Corlett of which he was the only one to

"Are there things you learned from the last race that will help you this time?"

"In a long downwind race like this, you

can only learn so much, because there is only so much to know about making a boat go fast off the wind. ASH ocean races offer such drastically different conditions that you learn a lot more. If something doesn't work too well, you go home after the race and change it, and try it different for the next

"Have you trained at all?"

"Just by doing a lot of ocean racing."

"Who looks tough?"

"I think Dick Mitchell is going to win it in PHRF. He's a hell of a good sailor, and he's got a good boat. In the ultralights I'd have to go with Rod Park and Panache. He has the experience."

HAROLD UPHAM, COLUMBIA 8.7, JOSHUA H.

"Please put me down as having the right boat."

For some reason, Harold is always being listed as having a Golden Gate 30 or a Columbia 29, when in fact it's an Alan Payne designed Columbia 8.7 — the same 'Soat he singlehanded to Kauai (and back) in the last TransPac.

Harold is a bit of a surprise entry to us. At the end of the last race, the majority of people were ecstatic with what they had accomplished and swore that there is no way they would miss the next one. Harold was different, he said that one time would be plenty for him.

Why's he going again?

"I guess it's like a woman and childbirth, you forget all the bad parts and remember the good parts." Harold must have amnesia because he also has entered the doublehanded race back. He didn't want to golf this summer.

"Anything different this time?"

"I've added a teak cabin sole. Ho, ho, ho. Actually, I've added a double headstay for going wing on wing, got a chute and borrowed a 90% jib."

"Have you been practicing with the chute?" (Mind you, Harold has had two heart bypass operations).

"A little bit, but I only plan to use it in under 10 to 15 knots true wind. In ten knots apparent, it's coming down."

"Harold, you haven't gotten much new equipment, this is hardly going to cost you at

"Only \$3,000 compared to \$12,000 the last time."

"Who's going to win?"

"It's up for grabs, but there's a lot of small boats I've got to give lots of time to. Look here at the list, here's the guy who's

going to win it, a Rawson 30 that rates 264. He'll win if he can make the damn thing move. Last time Kent Rupp got 4th overall in a Triton that rated 258, so that Rawson is your winning boat. Hell, I'd have to get there two days ahead to make up my time against him."

JOHN CARSON, CAL 40, ARGONAUT

"A guy offered me a great sum for my Crealock 37, so I needed a boat. I went and bought this Cal 40 real cheap, it only cost me \$35,000. Ho. ho. ho."

"Was it in good shape?"

"No, it wasn't. In fact, it looked like Hiroshima inside, ho, ho, ho. I've rebuilt the whole boat, the rudder, redid the wiring, fixed the windvane, and rebuilt the main all in the last 4 or 5 days."

"How are the sails?"

"They're no good, but I got a lot of them. I've got five chutes and they'll probably all blow out. I'll do my best, just keep putting them up until there aren't any more.

"John, you're trimmer than last time,"

"Yes, we're weight conscious for the race this year, ho, ho, ho. I'm probably the only guy with rugs and cockpit cushions. But yeah, I lost about 30 pounds and will have lost another 20 to 30 by the time I get

"How will it be different this time?"

"I've got an Aries windvane that works. Last year I had to steer 18 or 20 hours and



then just stop - I'd lose a quarter of the time. If the Aries can keep the boat steering when I stop, I should pick up 25% over last time. Greg Booth, with the other Cal, and I

SINGULAR

were just saying that we should really do well. If we had old clunkers we'd probably just set two headsails and have a good time. But since we've got boats that are capable of doing well, we might as well give it the old college try."

DOUGLAS FRYER, CUSTOM 42' PERRY DESIGN, NIGHT RUNNER

"At 54, I'm the scratch boat in the fleet."

"54!!???? Think you can sail to that?"
"I don't know, the rating is incredible; I have to give the Cal 40s 2000 minutes. I have to give *Panache* all kinds of time."

"How much do you displace?" "24,000 pounds."

Douglas Fryer



"Oh, my."

"Ho, ho, ho. See what I mean?"

Douglas Fryer used to have an Atkin cutter, and he liked the way it looked, but he wanted more performance. So he and Bob Perry worked together and came up with a traditional boat from the waterline up, and a very modern underbody. It's only been in the water about 2 months, so the verdict isn't in yet. But we noticed as the boat went out the Gate at the start of the race, it was hobby horsing like crazy.

"Have you singlehanded before, Douglas?"

"Just around the buoys."

"Are you hot for the race?"

"It's going to be tough. I've got some big sails. My spinnaker is 58x40, so I may have to play it a little close to the vest with the chute, or else I may get into trouble."

"Think you can be first in your division boat for boat?"

"Well, I should. I think the boat should do well."

GREG BOOTH, CAL 40, WAVE LENGTH

"What do you think of all this?" we asked Greg's wife, Patti Meadows.

"I think it's great."

Greg says, "She'll do the next trip back to the mainland."

Greg Booth has done one TransPac before, the 1971 crewed TransPac on Ondine. He bought the Cal 40, formerly Barney Flam's Flambouyant, two months ago, and the boat certainly knows the way to the islands.

"Are you up for this?"

"Really up for it. Patti and I are moving over to the islands. I'm going for it too, I've got an Aries vane and a lot of sails. I haven't tried the vane with the chute yet, but I'm hoping it will work. Say, by the way..."

"What?"

"We like your cartoons."

DICK MITCHELL, PEARSON 36, BLYTHE SPIRIT

"I'm ready, but I've got a lot of butterflies."

"After all the ASH racing you've done?"

"Oh yeah; yeah, I'm wound up tight as a drum."

Dick Mitchell is a former fighter pilot, and is thought of as being highly competitive



Amy Boyer

"They did."

"Oh, my goodness!"

"Well, who do you look to do well?"
"I'm always worried about the Cal 40s.

They're fast to Hawaii. Sam Vahey's got a Ranger 37 and he's real tough, and I'm worried about the women, too. Ho, ho, ho. I'm worried about everyone."

"Anything you got just for the race?"



Greg Booth and Patti Meadows

by his ASH peers.

"We don't really want to lay any burdens on you Dick, but a lot of entries, particularly the ASH guys who know you best, figure you're the one to beat. What do

"Oh no! No, no, no . . . my goodness, not me . . . nobody told you that!"

"A Monitor vane and Orinda Controls autopilot, local equipment. Geez, I'm nervous now. I want to get out the Gate. I hope I'll feel better out there; I'm wound up tight as a drum."

"Have you trained at all for the race?"

"I did a couple of push ups last week, and I did think about doing a few more. . . ho, ho, ho. But I just wish the race would start right now, the anxiety is really building up. Would you look at how calm some of

PERSONALITIES



these guys are — Vahey is about to fall asleep; Hans, well, nothing bothers him . . . but boy, do I have butterflies."

"How is the boat coming back?" "I'll bring her back myself. I'm just going to turn right around and do it myself." "Hope you don't get butterflies."

ROD PARK. LEE **CUSTOM PANACHE**

"Panache has never been better set up than now, because I've had to do it all myself. Ho, ho, ho. But seriously, I've thought back to problems we've had in previous TransPacs on Panache, and many

Dick Mitchell



of them have been related to lack of knowledge of the boat and crew error both before we left and during the race. People would go aloft and they wouldn't know what to look for, whether the bearings were still in the halyard blocks, whether the wear on the bales was getting to be too much . . . all that kind of thing. This time . . . well, it's interesting to do it all yourself, and I think that will have to make a positive difference."

"You know the boat well already." "I've had it since 1973, and we've done 4 TransPacs and raced a lot locally and have

Rod Park



been to Mexico a couple of times. It's got more sail area now than ever, and the boat will be almost 2,000 pounds lighter than when we did the TransPac last year."

"If it's an ultralight, how could you take anymore weight out?"

"Leave off five people."

"Oh, yeah, ho, ho. ho."

"And there's water, and food, and man overboard gear, and the extra anchor, all the lifejackets . . . all that stuff stays behind."

"Got a vane?"

"I've got a Monitor vane because Art Biehl did some design work on it and he took one to the Marianas on the two trips he did on his boat Witchcraft, a boat a lot like

mine. It didn't break and I figure that ought to be a good enough trial. It seems to work quite well: in my qualifying sail I was carrying a reefed main only and the boat was surfing at up to 18 knots, and the vane steered the whole way. In fact, it steered so well I was a little concerned. It would drive down the waves sometimes and I thought, 'My god, is it going to go the wrong way or something?', but it never did. Finally I said to myself, 'It's wet up here, I'm going down below'. Four hours later I came back up and it was still going like hell."

Hans Vielhauer steps in and asks Rod, "What do you think the conditions will be like this time?"

"I think a lot of boats will try and go straight across like they were able to do last time, and I think a lot of them will get stuck in the high. I'm going to drop south right away - and that's good because I need to crack off right away to go fast - so I'm definitely going south."

"Who is tough in your ultralight division?"

"If it gets light I will have a problem with the Olson 30, but the boat I'm interested in is this Night Runner, or something . . . Night Flyer, that's it. I just can't believe how high his rating is."

Neither can he. Ho, ha. ho."

"It looks awful high, but it might be good in moderate conditions. It looks very much like Jinker, and Jinker was dynamite in that light stuff."

CHUCK HAWLEY, MOORE 24, SLIM

"I've got the butterflies, but I just haven't been prepared for the sense of camaraderie among the competitors. The word 'competitors' doesn't describe it, it's

Bob Counts



SINGULAR

more like friends, but that doesn't fully describe it either. It's great."

"How are things shaping up?"

"I think the ULDB division is where it's really at; there are six boats with good skippers that can do well. I'd be hard pressed to pick a favorite except if for some reason the Olson 30 is just incredibly more manageable; or *Panache* can always do 12 while we do 8 or something like that."

"Have you raced the Olson 30?"

"I've raced with and against Don. I've never raced *Panache*, but I certainly know the other Moore sailors well, and all of them are good. They are all blue-water sailors, not pushovers, and they are not in it to cruise. They are in it to win, and that's fine, because I'm in it to win, too. I'm really excited."

"How are you able to pull this off?"

"Well, I wanted to do the race two years ago, but I didn't get the chance because I had to work. Now I've worked for West Marine Products for 2.5 years, I manage the Oakland store, and I told them 18 months ago that I was going, but they didn't take me very seriously. I told them again about a year ago, and then six months ago, but we've managed to set it up so everything will be alright. I purchased the boat especially for the race.

"Say, I want to tell you that I worked with the Coast Guard on Grover's case, and your presentation seemed accurate, and your analysis fair. Lester (another Moore 24 sailor entered on Legs), was even closer to him than I, and we both feel it's better he died doing something he liked. That's how we're going to look at it."

BOB COUNTS, GOLDEN GATE, SANDERLING

"I think it's a race for older designs, myself. I think some entries have the wrong approach since the handicaps are based on how the boat should do with a full crew. It seems to me that the people who will do the best are those who can sail the boat singlehanded as near to its full crewed capability as possible."

"Is the Golden Gate that kind of boat?" "Sure, it's got a full keel."

"Which boats do you think do better, relatively speaking, with a crew?"

"Fin keeled boats, boats with high aspect ratio masts, boats that require lots of jibs and so forth. My boat has a big main, a small jib and a Tillermaster autopilot — the reason for the autopilot being I won't have anything dragging in the water."

"You're really going for it, aren't you?"

"Yes, I'm trying to.

"I've got two identical small jibs and a couple of spinnakers; one small and one big. I figure I can fly the big chute during the day up to about 30 knots of wind. Even then the boat will track along well on her own, while the fin keel/spade rudder boats won't behave well without a lot of attention and fiddling by the crew. I plan to fly the small spinnaker all night, if I can."

Bob Counts owns Cass' Sailing School and Rentals in Sausalito, and we asked why he is making the race.

"No good reason, probably just the same as everyone else. I think my boat is suitable for it, I lived in Hawaii for a while, so the timing seemed right."

"Who looks tough in your group? At 24 feet, you rate 234 . . look, here's a guy with a Rawson 30 who rates 264. What do you think about him?"

"Well, I don't know the guy, and I don't want to talk him or his boat down, but he can start tomorrow as far as I'm concerned." (This was on Friday before the Sunday start).

"We love your attitude. Ho, ho, ha."

"Let's see, the Wilderness 21 is certainly somebody to be reckoned with, hummmmm

"So you think you have a real shot at winning."

"Oh, yes."

"Is your boat big enough?"

"Well, I can get all my supplies and myself on, so yes, it is big enough. People keep saying to me, 'well, that's an awfully small boat for that, wouldn't it be easier in a bigger boat?". My comment is 'If you are carrying bags of cement, is a bigger bag easier to carry?". I've noticed that there are a lot of boats that have dropped out from the early entries, and most of them have been big boats, stuff like a Columbia 57 and a Columbia 50, that stuff. Not counting the tri, I think the biggest boat this year is 42 feet "

"Have you sailed to Hawaii before?"

"Four crossings, two round trips in a 31 foot schooner, a boat which might do alright against a Rawson 30, but otherwise wouldn't be too competitive."

"How's the boat coming back?"

"I'll ship her, I can't afford to take the time to sail her back. That would take a month, and you need two people, and I don't know if everything would fit. Anyway, I'd question the judgement of anyone who volunteered for the job."

IAN KIERNAN, TASMAN 38, MARIS

"A black rum and tonic. please."

You don't have to be around Ian long to figure he's rowing with just one oar in the water. He sailed 9,000 miles from Australia to get in this race, and while they're giving the fleet the last weather briefing, he's in the bar buying us drinks and saying, "Cal 40s are going to be rough. They are the ones I want to beat."

"How do you figure on doing that with a full keel, 28,000 pound, 37 foot boat?"

"It'll be tough. won't it? I'll just have to push harder I suppose, and they've got to give me 24 hours or so."

"You might use a newer boat, yours is ten years old."

"This boat suits me perfectly, I've worked everything up to where I want it. I do want a new boat, though, if I can find a sponsor. I want a 56-foot Laurie Davidson for this kind of racing. But it's a bit hard to get a sponsor, you know. Ho, ho, ho."

"What's the boat cost?"

"\$200,000. But they do it all the time in England and Europe; cigarette companies, liquor companies. I'd take it in the 1982 Singlehanded Around the World Race, like a Whitbread, with stops in South Africa, Auckland, and Rio."

"Say Ian, where do you get all the money to do this?"

"Who, me?"

sometimes."

"You. Isn't it true that you're behind all the big rock 'n roll acts in Australia?"

"Shit, no. I'm a builder, a contractor."

"With all this sailing you sure don't work

much."

"Well, I work every other year

"When's the last time you worked?"

"Back in '79 — I think I did some work in July. What I did was cash out, I had my own company and sold the shares. And left. Ho, ho, ho. After all, I am 40 years old."

"But this must be expensive?"

"You don't need much, there are no supermarkets out there."

"Yeah, but where's your boat now, don't you have to pay for a berth . . . "

"Well, yes, my boat's in Sausalito, and oh, the guy's a thief. Oh, ho, ho, ho. I tell him he's a c-t, but it does no good. Ho, ho, ho. . . but I said to him, Sam — you can't use his real name — I said to him Sam, Sam, I don't care what everybody else says, I think you're alright. Ho, ho, ho, ho. His eyes lit up — he's crazy I tell you — and he nearly fell off the wall.

"I said to him 'your rates are very high', he charges me \$10 a day, but I did hustle him this morning. I gave him a hundred and got him so confused he thought it was enough and sent his wife down with \$10 change. Oh, ho, ho, ho. It's deadly playing with him though, because he can go off the beam so easy."

(Ian is a clever one. Sue Rowley had this to write about him: Ian Kiernan, who sailed from Sydney for the race, introduced himself as Eric Taberly. Here we have a charmer who bullshits with an Australian accent. When I asked him what he did in real life, he said "Whattya mean honey, this is real life.")

PERSONALITIES

Now back to live:

"What's your toughest race ever?"

"Sydney to Hobart I suppose, when Kialoa got the record. I sailed on Apolio I, and have sailed on Rooklyn's Ballyhoo, also.

"Did you like that boat? She clobbered Kialoa and Passage here in the Big Boat Series."

"I did like her. But the maxi you have to watch for is Bumblebee 4, the big Frers maxi loaded with hot shot guys and Graeme Freeman — a really good Tasmanian sailor running the show. John Kahlbetzer owns the boat. Myself, I think he's a kraut, but..."

"A kraut?"

"I think he is, but he lives in Australia now and has loads of money."

"Why'd he have Frers design it and not Farr or Davidson?"

"Frers designs some pretty sweet boats; we had an alloy Ragamuffin he did. Geez that was a nice boat. Syd Fischer owned that, I did the Admiral's Cup on it in '77 -wished I'd raced in '79, the year we won. A bloody fine thing it would have been, smirk, giggle, ho, ho, ho. It would have been

"Is Bumblebee 4 also known as the 'average white boat'?"

"Yachts are white. They have to be white, 'don't they? I like that traditional shit. I haven't sailed on Bumblebee 4, but I sailed next to her in one race. They dropped the rig straight out of her. I reckon it was like driving a Rolls Royce off the deck. They couldn't saw through the mast so they built a thing with the spinnaker poles and took a line to the coffee grinder, winched the works - the spar, the halyards, the rigging, the whole bloody lot -- right straight over the side. Ho, ho, ho, ho. Oh ho, ho, ha."

"Did they get it back?"

"They thought they'd find it, it was in 180 fathoms, and they got divers, the Navy, everybody. Still down there though. Ho, ho, ho, snicker, snurfle."

"lan, how do you rate designers?"

"Well, I've had three do designs so I could try and get sponsored. Paul Whiting did one - he's dead now, unfortunately. Laurie did one for me, study proposals "

"Why would he do one for you?" "Cause I want a new boat." "You don't have any money!" "That's right, never did!"

(lan hopes to make some money on this race, he's organized a pool in the TransPac, everyone throws in \$20.)

"Who are the best sailors in the world?" "Kiwis aren't bad, they're pretty good." "Why?"

"They're very inventive people. Look at their designs. Farr, Whiting, aren't they good? Yanks aren't bad, Poms are good . . "What about Italians?"



Sam Vahey, with 7 poles.

"Wogs, we call them." "Wogs."

"It's what you call anyone who isn't Australian, who's from Europe. We had a lot of migrants come to Australia after the war and always called them wogs because in the Second World War they stopped all our troops from calling the Egyptians names. They said we must call them Worthy Oriental Gentlemen'. From that day hence they've been wogs. It's not nice."

WILDERNESS AMY BOYER, LITTLE RASCAL

"I already have an hour penalty." "What? The race hasn't even started!"

"I got my rating in late. But like Linda Weber-Rettie said, I wouldn't feel comfortable if I didn't give everyone a head start."

"Amy, you've gone from England to Tenerife, then Tenerife to Antigua, how do you feel about doing the TransPac?

"A lot different. Even though I've only got my boat together in the last three weeks, I feel a lot more together, a lot more confident."

"Are you going to get lonely, will this trip have its terrible moments?"

"Oh, the other race wasn't that bad, towards the 16th day on the second leg after not talking to anyone I got bummed out because I was so far behind, but seeing I'll be starting with the rest of the fleet . . . !

"Wait a minute Amy, we ran those tapes, and transcribed them for our readers, and now you're saying it wasn't that bad? Have you forgotten in only — how long ago was it?"

"Six months. Well, the second leg wasn't so bad because I wasn't beating to weather for 15 days, and it wasn't my first time out. I had the boat and navigation down pat."

"But you will be cold and wet."

"Yes, I'm not saying I'm going to enjoy this. I'm just saying I'm a lot more confident this time."

"You didn't know what to expect last

"No, I didn't. When I started both legs last time I was in tears."

"No tears this time."

"No, I don't think so. Maybe later in the race. The other times I was so nervous I was sick; this time I'm nervous, but not to the point of being distraught. I'm pretty relaxed."

"Any changes in this race?"

"Wilderness strengthened the transom for the vane; Steve Seal did the mast and rigging; the keel was put back on better by Wilderness; and a lot of people chipped in and helped me out."

"Are you planning to do well?"

"I want to win, but I may get stuck in the High. I'm going to lean toward the rhumb line course — I may shoot craps with the race. I don't expect anything to go wrong with the boat this trip, so I may really go for it. If I get stuck in the High, that was the chance I took. I could go south with the other people and fart around, but I don't think that's my style."

"You don't live the conventional life so you won't sail the conventional course."

"Exactly. I mean, if it looks bad, I'm not going to be stupid about it."

"Any singlehanding after this race?"

"Probably not."

"Then what's next?"

"I'd like to do the Whitbread Around the World Race."

"We figured as much."

"I think after this race I'll be where Norton Smith is now, kinda having proved that you can do things singlehanded and now maybe enjoy those things with more people."

"You make it sound like passing a gall stone or something."

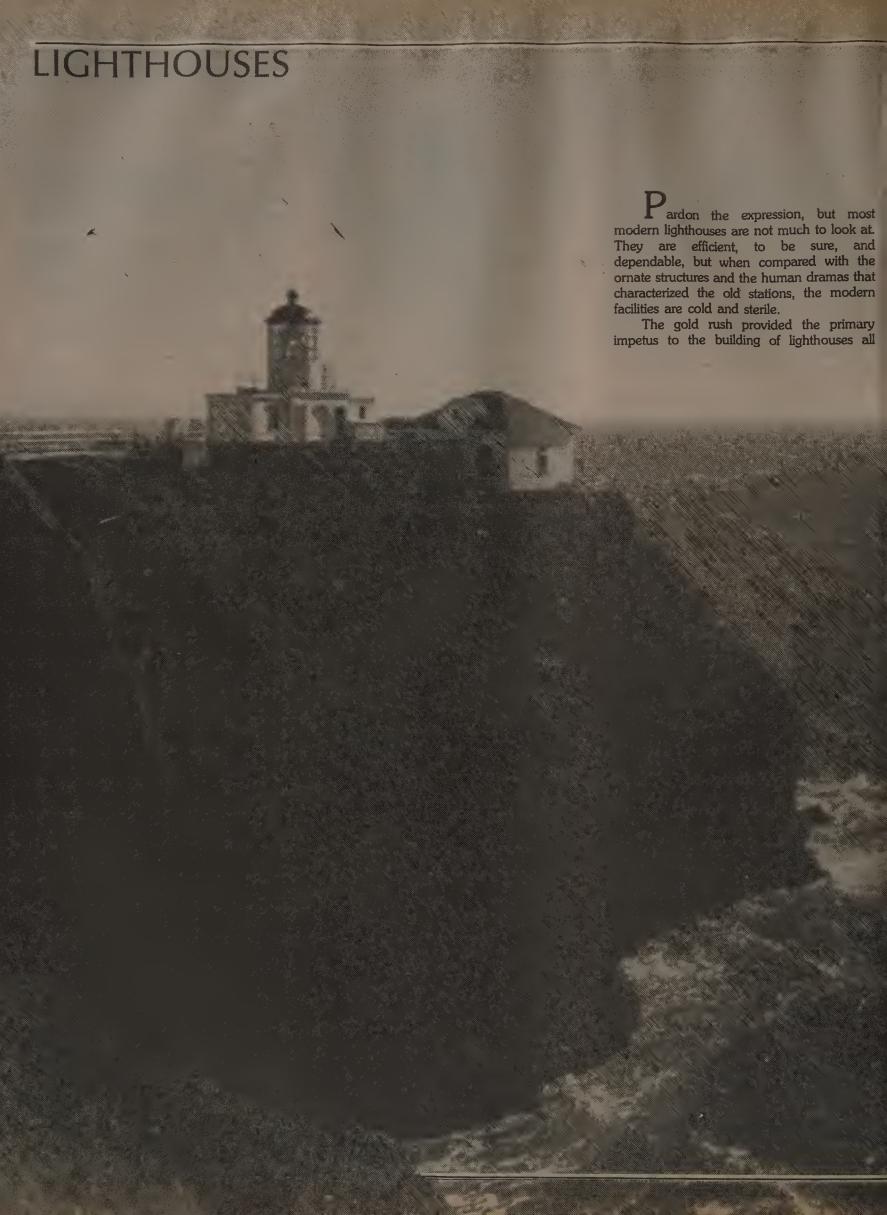
"Yes, so to speak."

"What was it in your youth that makes you do this?"

"I could probably quote my mother on this: 'You're just like your father.' My father was a . . . well, he lived life like . . . well, he just went for everything. He was a 'go for it' type person, and I think it rubbed off."

"Good luck, Amy."

- latitude 38



OF THE BAY

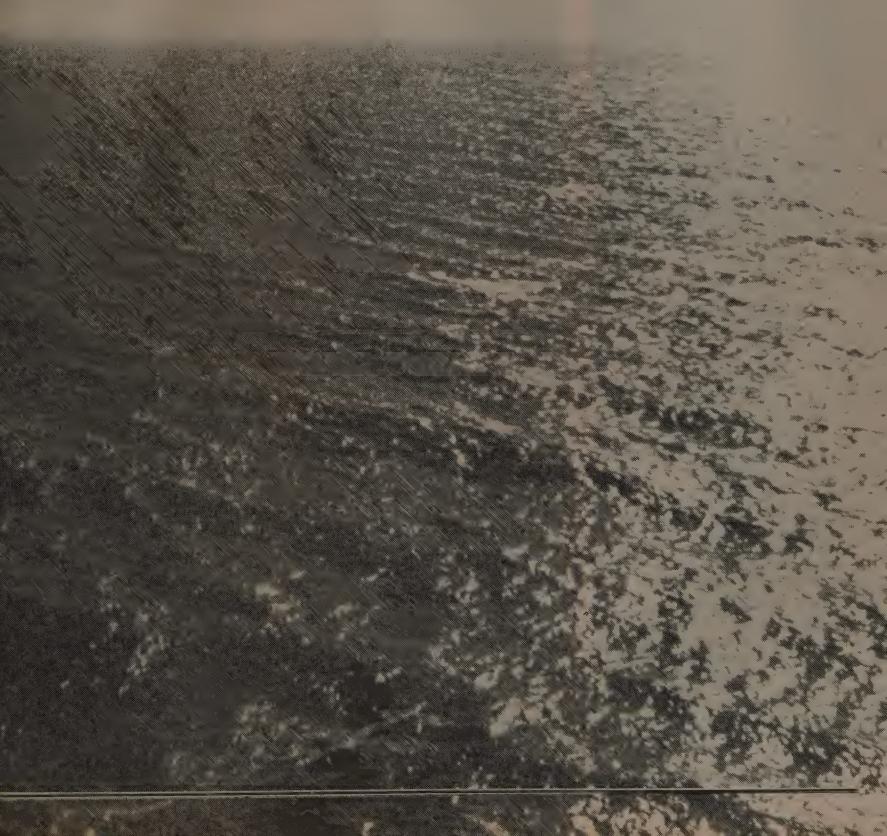
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along the California coast. Prior to 1848, there was just not enough traffic in and out of San Francisco and other western ports for Congress to consider allotting funds for any aids to navigation. When news spread of the find at Sutter's Mill, near Sacramento, however, ships full of 49ers began arriving in the Bay Area — or wrecking near it — by the score

The government responded by contracting with the Baltimore firm of Gibbons and Kelly to build eight lighthouses, at a cost of \$15,000 each, along the western seaboard. Three of these, the Farallones, Alcatraz and Fort Point, would serve the Bay Area. Not ones to leave anything to chance, the contractors loaded workers, lumber, tools, nails — everything but stone and masonry

— aboard the ship *Oriole* and set off, via Cape Horn, for California.

By the time they arrived, California had become the 31st state. In late 1852, the crews began work on lighthouses at the southeast corner of Alcatraz Island and at the southern tip of the Golden Gate, which would soon be called Fort Point. Both featured a 1 1/2-story Cape Cod-type



LIGHTHOUSES



The Fort Point Lighthouse is the only one ever to be built atop a fort.

dwelling built around a central light tower. Once completed, both structures stood idle for a time, awaiting their third-order Fresnel lenses that were on their way from France aboard another square rigger. Its lens installed, the lighthouse on Alcatraz Island became the first operational station on the West Coast on June 1, 1854.

Fort Point was not so lucky. The paint was barely dry on the new station when the Army decided that, in the interest of national security, a fort must be built on this strategic position. So three months after it was put up, the Fort Point light was torn down and construction of Fort Winfield Scott began. The lighthouse was eventually rebuilt on top of the fort where, in combination with the Alcatraz light, it formed the first range on the West Coast. By lining up the high light on Alcatraz with the shorter one on Fort Point, mariners could tell they were on the right approach to the Bay.

A number of factors complicated the construction of the lighthouse atop the Farallones: distance from the mainland, craggy terrain, terrible winds — and guntoting egg pickers who wouldn't allow the construction party to land.

It may sound funny now but no one was smiling back then. Back in the mid-1800's, chicken eggs were as scarce as, well, hen's teeth, and anyone who could



District ranger Steve Holder checks out the Pt. Bonita Light.

supply the hungry city of San Francisco with eggs was in a position to make a bundle of money. Thus began a regular stream of traffic between the mainland and the bird-covered Farallones. Disgruntled prospectors, land-bound sailors, later even some lighthouse keepers, found egg collecting a welcome supplement to meager incomes. Eventually, egg-gathering organizations formed, and collecting was soon operating on a grand scale. One loaded boat was said

To everyone's horror,
the lens was
too big to fit the tower.
The only recourse
was to tear it down
and build a new one.

to contain 1,000 dozen eggs. About this time, the business had become so lucrative that "egg wars", complete with shootouts, began to erupt between rival groups to determine gathering areas and rights. Such was the state of affairs when the Oriole arrived at the Island to begin construction of

the new lighthouse.

A show of force by the military quelled any potential uprising by the egg pickers, but couldn't do much for the working conditions. So steep was the rocky peak that had been picked for the light that there was no room for the keeper's dwelling and it had to be built on the plain below. Even then, the cliffs were brittle and crumbly, the trail narrow and steep and the wind gusty and unpredictable. As if that wasn't bad enough, in the summer the reek of bird droppings was almost unbearable. The workers were more than happy to say goodbye to the rock, the egg-pickers and the almost finished — or so they thought — lighthouse in the fall of 1853. Like the two before it, all the structure needed to be operational was its first-order lens.

After it arrived, workers brought the lens to the Island anticipating a quick installation and return to San Francisco, but it was not to be. To everyone's horror, the lens was too big to fit the tower. Ordering and waiting for another lens was out of the question. The only recourse was to tear down the tower and build a new, larger one. As a result, the Farallon light was not lit until New Year's Day, 1856. One can imagine the collective sigh of relief from the construction party was probably audible in the city, more than 20 miles away.

resnel — the "s" is silent — lenses were the state of the art in lighthouse optics in the latter 1800's. Developed by Augustin Fresnel, a Frenchman, they employed a system of prisms and lenses that refracted and reflected the light from a single oil (lard) or "earth oil" (kerosene) lamp into a "plane" of light visible miles at sea. Fresnel lenses were graded and sized according to intended use. First and second order lights were "making" lights, as in when a ship "made" a landfall. Third order lenses, such as those at Alcatraz and Fort Point, were "navigation" lights that marked the entrance to large harbors and bays. Fourth order lenses, such as that installed in the East Brother light, marked the entrances to smaller segments of bays and harbors and fifth order - Yerba Buena — and sixth order lenses were aids used inside harbors.

Even as the keepers, or "wickies", lit the first lamps in the Bay Area, the need for more lighthouses was apparent. Again, however, funds were slow in coming. As early as 1850, the Coast Survey recommended that a light be built to mark the imposing headland called Point Bonita,

OF THE BAY

but it was not until the steamer Tennessee ran aground to the north in the cove that now bears her name that Congress came through. Although all aboard were saved, it was a close call for the steamer. A few hundred yards in either direction could have had more tragic consequences.

The Point Bonita lighthouse was one of a second set of eight such stations to be funded by Congress for the west coast. The conical lighthouse, with a separate keeper's quarters, was located on the Point's highest hill near where the Coast Guard radar antenna stands today. Its oil lamp first shone through its second order lens on April 30, 1855.

Although four operational lighthouses constituted a big step toward eliminating the dangers of the approach to San Francisco, they failed to assist mariners through the Bay Area's major hazard to navigation — fog. Whenever the more than 1,000 hours of pea soup descended on the area every year, it rendered almost all visual aids useless.

The obvious solution to the fog problem was a noise maker of some sort, and since the noisiest articles around at the time were cannons, the Lighthouse Service acquired an

Below, the sunset bounces around inside a Fresnel lens. Right, Lime Point as it appeared during the building of the Golden Gate.



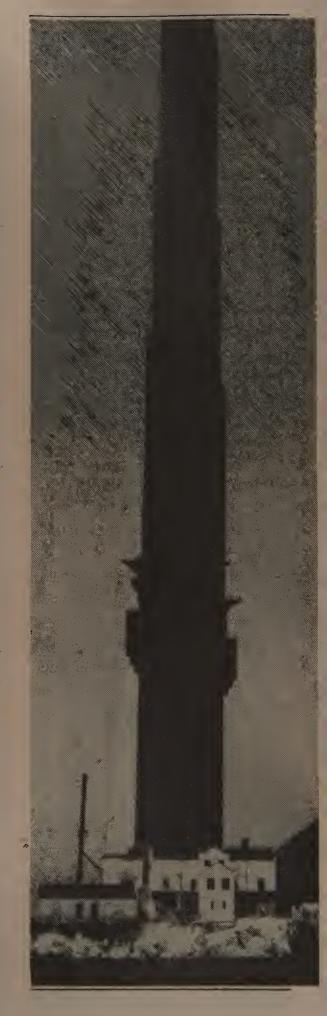
Army-surplus 24-pounder from the Benicia Arsenal and installed it, and one Sergeant Maloney, on Point Bonita in 1856. The sergeant's duty was to fire the beast — minus ball, of course — once every half hour during fog.

The hapless Maloney, who readily agreed to the assignment, was apparently unaware of how long the fog can last around Bonita, for it was not long before he sent an urgent plea for help to his superiors. "I have been up three days, and nights," he wrote, "and had only two hours of rest. I was nearly used up. All the rest I would require in 24 (hours) is two, if I could only get it." Mechanically-struck fog bells were eventually installed at all the existing stations except the Farallones.

There, the well-known lighthouse engineer Hartmann Bache installed a fog signal unique among lighthouses. It consisted of a brick tower, topped by a whistle, that was built over a natural blowhole. With each rush of a wave, the whistle would blow. This arrangement worked fine in normal weather. In inclement weather, the whistle blew incessantly and in the calms that often accompanied fogs — when it was needed most — it sometimes didn't blow at all. Few tears of sadness were shed when a storm destroyed it in 1871. It was replaced by a steam siren.

In the beginning, all lights were fixed; that is, they did not blink. When it became necessary to distinguish one lighthouse from another, and navigation aids from the growing city's lights, mechanical clockworks similar to those used in the bell strikers were used. Once "wound" in the sense that a cuckoo clock is wound, with a system of chains and weights, the clockwork would turn either the lens system itself, or an "eclipser" that revolved around the lens to give it its characteristic flashing sequence. The revolving lenses were made up of a number of vertical Fresnel lenses that broke the light "plane" up into segments of focused light, much like the spokes of a wagon wheel. Although the light source remained fixed, the light appeared to blink as the lens turned because the viewer saw only the flash of each successive "spoke".

The next three important lighthouses to be erected, and among the most beautiful in the Bay, were the Mare Island facility (1873), which showed the way into the Delta; the East Brother Lighthouse (1874), which marked the entrance to San Pablo Bay; and the Goat Island (Yerba Buena)



LIGHTHOUSES



Above, Alcatraz. Below right, one of the ornate eagle drainspouts that decorate the Pt. Bonita and Farallon Lights.

Lighthouse (1875), which aided the increasing steamer traffic between San Francisco and Oakland. All three featured attractive Victorian houses, complete with gingerbread, for the keepers and their families, and the latest in fog signals—steam whistles with coal-fired boilers.

The year 1883 saw the installation of the West Coast's first fog station at Lime Point, the spit of land that now forms part of the base for the north piling of the Golden Gate Bridge. Fog stations at Point Montara and Angel Island soon followed. In 1900, all three stations became "lighthouses" when they received small lanterns.

Among the most picturesque, roomy and interesting lighthouses in the Bay Area were the second Oakland Harbor Lighthouse, the Southhampton Shoals Lighthouse and the Carquinez Straits Lighthouse, all of which stood upon pilings some distance from land so as to be near the main deepwater channels they marked.

The first of these, the Oakland Harbor Light, was originally no more than a cottage that stood atop wood pilings a little more than 200 feet from the tip of the jetty. Teredo worms may have already begun munching on it even as it was lit in 1890, for despite several attempts to shore up the supporting structure, the pilings were so eaten up that the station was rendered unserviceable by 1903. The newer, larger,

two-story facility, which began operation in July of the same year, was erected on steel and concrete pilings.

The Southhampton Shoals light, similar in construction to the second Oakland station, began operation in 1905. This "house on the Bay" developed stability problems for a different reason — the sandy bottom periodically eroded away from the legs. A thousand tons of rock dumped around its base helped solve the problem. The Carquinez Strait Light, which was also a grand "house", was constructed at the end of a 900-ft pier. Both the light and pier of this station rested upon wood pilings which, since they stood in predominantly fresh water, were not effected by teredoes. Its first light shone in 1910.

Certainly one of the most ambitious lighthouse projects undertaken in the Bay Area was the construction of the Mile Rocks light outside the entrance to the Golden Gate. In 1889, the U.S. Lighthouse Service had installed a buoy near the outcropping of rocks, but the rain-swollen ebb tides of winter were sometimes strong enough to drag the beacon completely underwater. The Lighthouse Board again recommended that some sort of permanent station be erected, but again, funds were slow in appearing, and this time it took a full-blown tragedy to get the ball rolling. On February 22, 1901, in a thick fog, the liner Rio De Janeiro ripped her bottom out on Fort Point Ledge and went down with 115 of her 195 passengers. It was the worst shipwreck in the history of San Francisco.

The contract for construction of the Mile Rocks Lighthouse went to James McMahon, who proceeded to round up a crew of skilled workmen and sail out to the worksite. As



soon as the men saw the wind and wave-swept chunk of rock, however, the reaction was universal — they all quit. It



OF THE BAY



Left, Bonita's second order Fresnel stands about 8 feet tall. Above, the stump of Mile Rock. The top is now a helicopter pad.

only took McMahon a little while to figure out where to find men better suited (read "crazy enough") to work on the project. He went down to the Embarcadero and hired a crew of sailors. Work began in September of 1904.

The weather caused many delays and the slippery rock accounted for many unscheduled swims, but eventually the top of the rock was blasted off level and construction of the 4-foot thick, steel-clad walls began. When the structure was finally complete in 1906, it stood an impressive 78 feet high, was every bit as impenetrable as the rock on which it stood and, in the words of historian Ralph Shanks, was "one of the two greatest lighthouses in California's history".

Life in the lighthouses was not always all romantic literature might have us believe. In outlying stations like Point Bonita, island stations like Yerba Buena and Angel Island and remote stations like the Farallones, the lives of the keepers and their families were often ones of isolation, make do and wait for the supply ship, which called every quarter to bring supplies, mail and the keeper's paycheck (which amounted to about \$600 a year in the earlier years). To get into town, even the Point Bonita keeper was faced with having to hire a boat for \$5 — freight extra— or to make the many-hour trek over the mountains into Sausalito.



LIGHTHOUSES

But if there ever was a "can do" profession, it had to be lighthouse keeping. One of the keepers of the Yerba Buena station taught his three daughters to sail, and they went to and from school in San Francisco in a small sloop. (East Brother, the Farallones, Point Bonita and some of the other stations actually brought teachers in for part of the year.) Juliet Nichols, keeper of the Angel Island light/fog station once pounded the fog bell with a hammer at the prescribed intervals for more than 20 hours when the mechanical striker failed in 1906. When Royal Beeman, 11-year old son of the Farallone's lightkeeper became desperately ill in 1898, before the days of radio, the only recourse open to his father and the assistant keeper was to row the boy to medical help in San Francisco in the station's 14-ft Whitehall dory. In probably the ultimate example of the skill, courage and determination of the lighthouse keepers, they somehow made it to the city through 20-odd miles of winter storm-swept seas, although the boy later died. Ironically, the very next year, the lightship stationed at the halfway point made history by transmitting the first wireless radio message.

Though their actions could not save the Beeman boy, these and other lighthouse keepers were instrumental in saving the lives of countless other unfortunate souls who found themselves at the mercy of the rugged coastline. Stories abound of heroic rescues by the keepers, either in concert with the pre-Coast Guard lifesaving stations that dotted the cliffs and beaches, or by themselves. One of the most famous of all

keepers was James Rankin, who was credited with personally saving the lives of 18 people during his 41-year tenure at Fort Point. By alerting the lifesaving stations with short, quick bursts of the foghorn, he indirectly helped save many more.

n addition to tending the lights and related duties, keepers and their families performed housekeeping duties, tended gardens where possible, painted, read, did fancy rope work or cultivated other pursuits to pass the long hours. Among the least popular chores around the stations had to be the bookkeeping. Though few wickies made long entries in their logs, however, the keeper of the Lime Point station had to be about the least wordy of the lot. His entries for the middle week of April 1906, read as follows:

16 April New gate valve installed.

17 April Whitewashing walls. 18 April Earthquake, 5:20 a.m. S.F. on fire.

19 April Earthquake, S.F. on fire

20 April " " "

21 April " " " 22 April Whitewashing walls.

As a tribute to their solid construction, Bay Area lighthouses sustained only minor damage from the famous temblor and the keepers continued to wind their clockworks, stoke their steam whistles, light their lamps and yes, to whitewash while the city by the Bay tried to resurrect itself from the rubble.

Other forces, both natural and manmade, were more influential. The growing prison on Alcatraz obscured the light and necessitated the erection of the taller structure that stands today. Point Bonita, on the other hand, had to be moved down to its present position so it was easier to see in fog. The Mare Island light was discontinued and eventually razed when the new Carquinez light made it largely unnecessary.

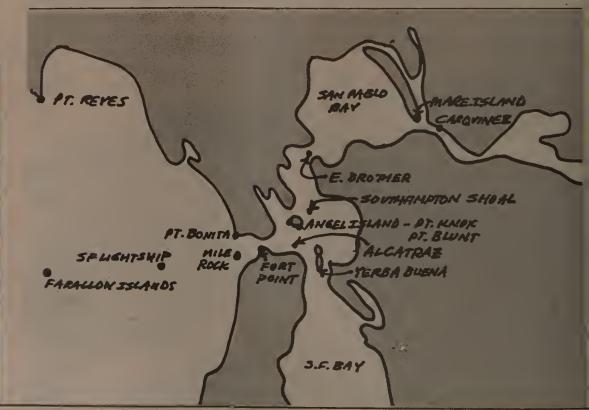
The construction of the Golden Gate Bridge in the middle 1930's spelled the end of Fort Point, which it obscured. The construction of Treasure Island in the '20s and the Oakland Bay Bridge in 1936 stole some of the thunder from the Yerba Buena light, although the establishment of a buoy and lighthouse tending base right around the eastern corner from the light reaffirmed the importance of the island.

By far the largest threat to the lighthouses of the Bay or anywhere else, though, was automation. What storms, illness and fog could not do, automation did — put lighthouse keepers and many lighthouses out of service.

The Yerba Buena light was one of the first to fall to "progress" in 1959, and Point Bonita, in the '70s, one of the last. There are no manned stations anywhere on the West Coast any more. Periodic maintenance—lens cleaning, painting and so on, are now performed by the Coast Guard, which

Yerba Buena, one of the Bay's best preserved lighthouses.







took over this responsibility in 1939.

ome stations survived the transition to automation gracefully, some didn't. Mile Rocks, that stately, imposing structure that took so much work to build, was "cut off at the knees" to form the squat, homely mushroom of today. The Farallones light tower suffered a similar fate. The lighthouse at Point Knox on Angel Island was razed and Lime Point might as well have been. All that remains there today is the graffiti-splotched fog signal building. The Carquinez Strait, Oakland Bay and Southhampton Shoals lighthouses were removed completely though not destroyed — to make way for their robot descendants.

Today, happily, many of the West Coast lighthouses are in various stages of restoration and almost all have been protected from further deterioration and vandalism. The Oakland Harbor station was

Above, East Brother is now a bed and breakfast inn. Below, the Oakland Harbor Lighthouse before it became Quinn's.

lifted bodily off its pilings and deposited near Government Island in Alameda, where it is now L.J. Quinn's Lighthouse Restaurant. In a similar manner, two huge cranes lifted the Southhampton Shoals light off its old base and repositioned it on Tinsley Island, about ten miles from Stockton in the San Joaquin River, where it now serves as the summer clubhouse for the St. Francis YC. The Carquinez Strait structure now serves as the Glen Cove Yacht Harbor building in Elliot Cove. The beautifully maintained Yerba Buena facility now serves as home to the Commander of the 12th Coast Guard District.

Although a few have been lost, most of the exquisite brass and glass Fresnel lenses that have been removed have ended up either in museums, like those at Treasure Island and Alcatraz, or have gone into service at other lights. The original Alcatraz lens, for example, currently lights the way for mariners at Cape St. Elias in Alaska.

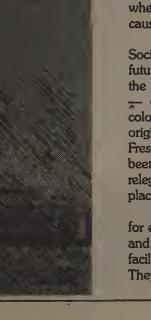
East Brother Light is now a unique bed and breakfast inn. Fort Point, although the light no longer operates, can be seen as part of the Fort Scott tour. Point Bonita, whose electric light still shines through its second order Fresnel lens, has only recently been reopened to public tours.

Probably the most visible banner carrier for the continuation of all this activity is Alameda's Wayne Wheeler, the tall, thick-bearded president of the recently formed U.S. Lighthouse Society. Wheeler's mind is a treasure trove of lighthouse history, anecdotes and tradition; his office, a menagerie of lighthouse photos, flags, memorabilia, books and models. He has written articles about lighthouses, lectures regularly and will talk enthusiastically for hours about any or all aspects of the subject. And he is being heard.

"People contact me from all over," he says, "from Utah, Kentucky . . . A guy from Utah sent me \$20 a while back. I sent it back with a note informing him that, at the time, I had no way of using the money. He sent me back a note saying, 'I don't care when or how you use it. Yours is a great cause.' And he enclosed \$40!"

If Wheeler and the already 900-member Society have any say in the matter, the future looks even rosier for the sentinels of the Pacific. Plans call for historically correct down to analyzing old paint chips for color - restoration of stations to their original operating conditions, reinstallation of Fresnel lenses in towers from which they've been removed, and most of all, the relegation of lighthouses into their proper place in history.

Wheeler "can't fault" the Coast Guard for ending the tradition of staffed lighthouses, and no one can deny that the modern facilities are as efficient as their predecessors. They're just not much to look at...







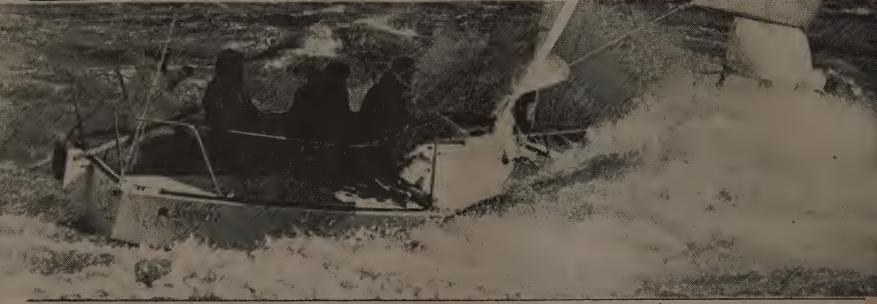
SGT. SCHULTZ' WILD RIDE

It might have been a little crazy, but it sure was fun!" So said Dan Simmons, the gentleman driving the J/24 Sgt. Schultz, depicted in the photo on this page and the four-photo sequence on the previous two pages.

former student; and Dana Simmons, Dan's 15-year-old daughter.

During a telephone interview, Simmons

occasions he'd hit 10s and 11s with just himself and one other person on the critical spinnaker sheet. Sgt. Schultz' Berkeley/Metro



Jawohl! 'Sgt. Schultz' and Simmon's Heroes tearing up the Circle.

The occasion was December 12's howling BYC/MYCO Midwinter Race on the Berkeley Circle. The wind was snorting from the north, consistently over 30 knots with sustained gusts in excess of 40. Making the conditions even more challenging was the temperature; some said that the wind chill factor was close to freezing.

It's situations like this that cause even top crews to debate the wisdom of setting a kite. If you can carry the chute well you're certainly going to be faster than if you wing out a jib. On the other hand, trying to set the chute in such conditions greatly increases the chance for serious problems; less than a full hoist on the chute; a wrapped chute; repeated crashes; devastating round-downs; even the chance of mast, boom or rudder failure.

Very few of the hardy souls that decided to start the midwinter race on the 12th elected to set chutes. Some had good reason. Walt Wilson, on his Newport 30 Wahope, for example, just one week before had his mast jump out of his boat on a spinnaker run due to a spreader failure. Miraculously, he was on the course again six days later, but sailing the more conservative wing on wing.

When you think of balls-to-the-wall sailors, you normally think of sailmakers, riggers, boatbuilders — folks who live and play the sailing life. It was a surprise, therefore, for us to learn that *Sgt. Schultz'* crew was led by the boat's owner, the 41-year old Simmons, a law professor from Davis. His gutsy inland crew are hardly grand prix veterans: Nellie Ancel, a third-year law student; Wayne Wilson; Mike Endicott, a

downplayed the courage it took to set: "It was the kind of day that makes sailing worthwhile — an adventure!" Even his daughter Dana, on her second race ever, thought it was terrific.

Because the knotmeter was blocked from his vision, and because he had more important things to watch while driving, Simmons isn't sure how fast *Sgt. Schultz* was going. Tens and 11s for sure, and we're willing to bet there was a burst to 14 or 15. Pretty hot stuff for a J/24.

he most exciting moment of the ride
— at least for we spectators — was during a
particularly explosive burst of speed when a
solid wall of green water flew all the way
back to the cockpit. The photograph on this
page was taken a fraction of a second before
it happened.

A former Excalibur National Champion in the '70s, Simmons bought the J/24 in 1980 and initially sailed in the top ten of the fleet until job and family commitments cut into his sailing time. He says that he's done lots of 11s and 12s in the J before, and that the midwinter race wasn't the first time he'd taken a wall of green water back to the cockpit. Usually he'd find such thrills off Pt. Blunt during a strong ebb while returning the boat to the East Bay after a Cityfront race.

Simmons reports that the J is a very controllable boat and that on previous

surfing streak was relatively uneventful, considering the speeds. The only problem was that the spinnaker guy overwrapped on the winch and the crew couldn't get it free. It was when helmsman Simmons took his eye off his driving to take a look at the winch that they had their only round-up, a relatively minor one.

The only other difficulty was deciding on how to trim the spinnaker sheet. Trimmer Endicott kept trying to keep a little luff curl on the chute, something you always want to do in more moderate conditions. But knowing that control was far more important than a fraction more speed, Simmons kept reminding Endicott to clamp the chute down by oversheeting it.

Simmons and crew obviously enjoyed their wild ride, perhaps to the point of having too much fun. In fact, it was so much fun that they continued surfing right past the point when they should have dropped the chute. When they finally did drop they had to head way up to round the next mark.

much been out of sailing the last few years. First he had a job in Washington, D.C., then he got involved with soccer through his children. But things are changing. He's ordered a new set of sails and is looking for racing crew interested in the kind of sailing adventure seen on these three pages. Latitude salutes Dan, Nellie, Wayne, Dana and Mike for 'going for it' — as well as the other 'setters' on December 12.

- latitude 38

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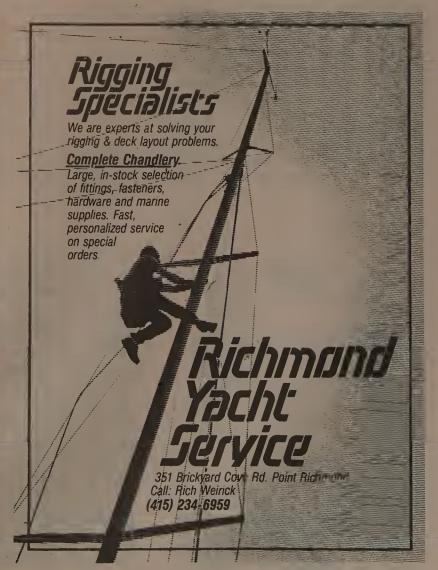
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IDIOT'S GUIDE

(ORIGINAL PUBLICATION DATE: JULY, 1981)

is one of ocean racing's most experienced and successful navigators, and has served on such local heavies as *Imp*, *Pegasus* and the new *Bravura*.

But don't get disillusioned! Loran and SatNav are both incredible devices that probably fulfill all the navigational needs of 90 percent of all sailors. And hey, it's at a

According to our Reader Survey, one of the items many boatowners were considering purchasing this year was either a Loran or SatNav navigation system. Since we didn't know diddley about either of these electronic miracles, we checked around to get the word and pass it along to you.

The folks we got our information from included Chuck Hawley of West Marine Products, who had just given three seminars on the topic, and Rich Wilde who owns Cal-Marine Radio in San Francisco. These two guys were our 'theory' sources. For empirical information we went to — heaven forgive us — a couple of Southern Californians, Mike Schachter and Ben Mitchell. Schachter is Hood Sails' big man down south, and had just used a SatNav as the crucial part of winning the recent Newport to Cabo San Lucas Race. Mitchell

Minimum Wage Rat.



false assumptions

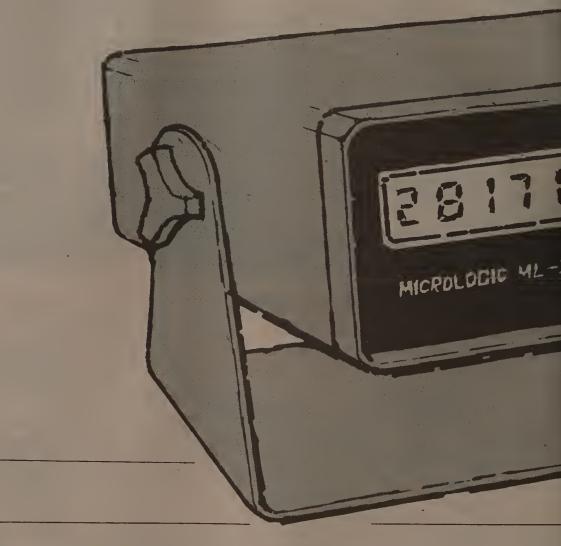
If you were as naive as we were, you were operating under the false assumption that this is 1981, that we've done the Space Shuttle bit, and therefore if you're willing to spend a dinghy full of money, you can have push button navigation that will tell you exactly where you are in the world at all times. No way, Jack.

Loran will tell you where you are, all of the time, in much of the world. SatNav will tell you where you are, most of the time, in all of the world. Unfortunately neither one — nor the combination of the two — can tell you where you are, all of the time, in all of the world. If you want that kind of capability you'd better get to work on it yourself, because nobody expects such a system to be implemented before the 21st century.

price that's been getting more and more reasonable all the time.



The basic concept behind Loran is pretty simple. What you have is a 'master' station that pulses out electronic signals to two 'secondary' stations. The Loran unit on your boat simply measures the time it takes for the signal to get to your boat — that

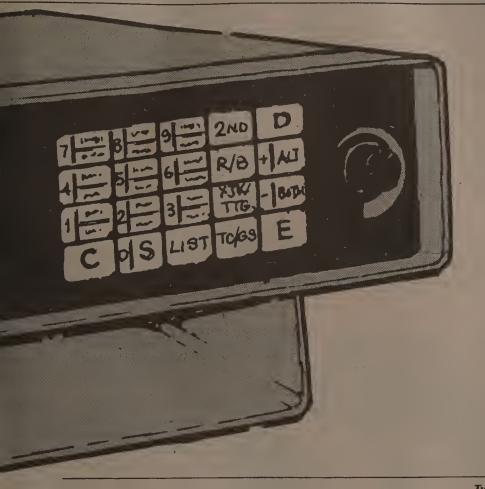


TO LORAN

number is called the Time Delay or T.D.

There are unscrupulous dealers who will tell you that Time Delays are measured electronically. However, we have it on good lines intersect. It's so ridiculously simple that even we figured it out in less than the time it takes to kill a beer.

And don't kid yourself, these units are



Typical Loran C.

authority that each Loran contains two rats with stopwatches who have agreed to measure Time Delays in return for not being used in cancer experiments. The rats measure the Time Delays and then flash them up on your Loran's 'scoreboard'.

All you have to do to find your position is match these T.D. numbers with correspondingly numbered Loran lines on your chart. Your position is where the two

incredibly accurate. In best situations they are accurate to about 50 feet; even at the limits of their stated range they are good to within fractions of a mile.

time delay lorans

Providing you with Time Delay numbers to match with those on a chart is about all that the simplest and most economical Lorans can do — but they do it as accurately as the most expensive Lorans. These simple units are sometimes called Time Delay' Lorans. One popular such unit is the Texas Instruments 9000A which retails for about \$1,295, but has been advertised in Latitude 38 for as little as \$1,000. The cheapest Loran deal we've ever heard of, however, is at Marine Marketplace in Emeryville, where they offer a Ray Jefferson Loran for \$800 if you include the factory

rebate.

Rich Wilde at Cal-Marine Radio thinks the better models of these simple Time Delay units are all that sailors need — unless they visualize themselves as the hottest of the hot-shot racers. That's good news because they aren't that much more expensive than RDFs. And RDFs are to Lorans as a chip off a coke bottle is to the Hope Diamond.

lat-long lorans

The more expensive Lorans are called 'Lat-Longs' because they have a third rat inside. This additional rat — a graduate of M.I.T. (Mouse Institute of Technology) — is no minimum-wage rat like the other two. He's hot with the pocket calculator. 'Graduate Rat' — as he's known in the trade '— takes the T.D.'s from the minimum-wage

Graduate Rat.



IDIOT'S GUIDE

rats, instantaneously transforms them into longitude and latitude, and flashes them upon your Loran's scoreboard. Mucho gusto ratos!

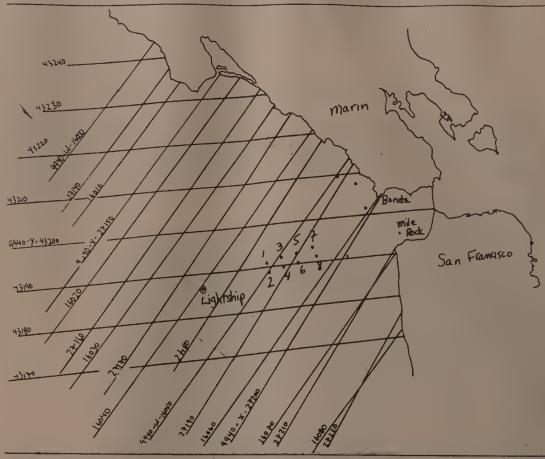
These M.I.T. graduates are real wizzes, and depending on how much you pay for them, can solve an incredible number of navigational problems for you. Waypoints for example. Say you are up in Vallejo and want to sail down through San Pablo Bay, out to the Lightbucket, and back to Vallejo—and there's only 50 feet of visibility.

What you do is plot out your route, figuring where you'll have to turn. Each place you want to turn is a 'waypoint', and you program that position into the Loran. As you get underway your Loran will give you the compass course to the next waypoint. If the unit's any good, it will also give you the speed you're making good to it, how far away it is, how long it will take you to yet there, if you're drifting off course, and even signal you when you get there.

Some of the more expensive units will remember as many as 20 routes with 99 waypoints to each route. Not bad for three lousy rats.

tricky stuff

There's at least one Loran — the Northstar 7000 — that's versatile enough to be utilized as an anchor watch. Suppose you're up at China Beach where the current can run swift. You punch in your anchored position, taking into account how far you can possibly swing on your anchor line. If for any reason your anchor breaks free and you drift outside the programmed position, Graduate Rat will sound the alarm. The



Loran lines on a chart. If your Loran gives you TDs of 43190 and 16040, you are just north of the Lightship.

useful functions a good Loran can serve might startle you.

disgusting stuff

Some Lorans even do stuff that is criminally obnoxious. For example, Texas Instruments offers an option that not only gives visual responses to your navigation questions, but gives them to you out loud. That's right, out loud! You see for another \$700 they put another rat in the Loran, a rat

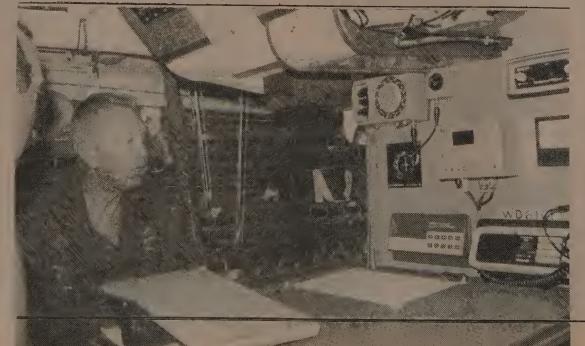
that simply takes the answers from Graduate Rat and broadcasts them to you - in English. He's sort of the anchorman on your navigational news.

No kidding. If you've set up a route with five waypoints, he'll speak up as frequently as you tell him to, advising you of the course to the next waypoint, the speed you're making over the bottom, how soon you'll get there, if you're wandering off course, and even the time of day. And naturally he'll update these reports constantly. What you have to understand, however, is that this rat is 'show business' and gets to be annoying real fast. You therefore shouldn't be surprised if an intolerant crewman decides to use a winch handle as 'rat poison'. So caveat emptor and all that Latin stuff on the talking Lorans.

inherent problems

Let's not kid ourselves, Loran does have some minor problems you should be aware of. 'Cycle skipping' is a problem in some areas, and is prevalent just outside the Gate and up by Pt. Reyes. What happens is that the master station pulses out a 7-cycle signal of which the 3rd cycle is measured for Time Delay. But because the signal travels over land at a slightly different speed than it travels over water, it can sometimes cause the rats to measure the Time Delay on the 2nd or 4th cycle instead of the 3rd. This throws the Time Delays off, as well as the

Ben Mitchell at the nav station of 'Pegasus'.



TO LORAN

resulting coordinates if you're using a 'Lat-Long' unit.

How far can this throw you off? In the area around the Gate, the normal cycle slip will have your Loran showing you to be more than a mile to the north and east of where you really are. Most Lorans can be overridden to the correct cycle — assuming you realize the cycle has slipped. Rich Wilde says the problem is actually easier to detect with the less expensive Time Delay units. But Ben Mitchell says an experienced operator can detect the problem with a 'Lat-Long' machine

Some of the expensive Lorans — \$4,000 to \$5000 — are programed to compensate for the land anomalies that cause the problem, and should be free of that particular bug-a-boo. But just that single features adds almost \$1500 to the highly respectable Trimble unit.

Dead rats still plague Lorans from time to time, as manufacturers have yet to solve the mortality problem. But never take your information in that area.

Poor installation is the source of many problems too. Since Lorans only receive signals and don't transmit they are really quite simple to install. You can probably do it yourself if you're aware of what to watch for. It's important that the unit be well-grounded, and that the antenna coupling be located above the level of all lifelines and pulpits. Mitchell advises that ventilation is crucial — temperatures of 135 degrees can cut the life of critical components in half. Old powerboats tend to be electronically 'noisy' and can create problems, as will trying to operate Lorans with florescent lights operating.

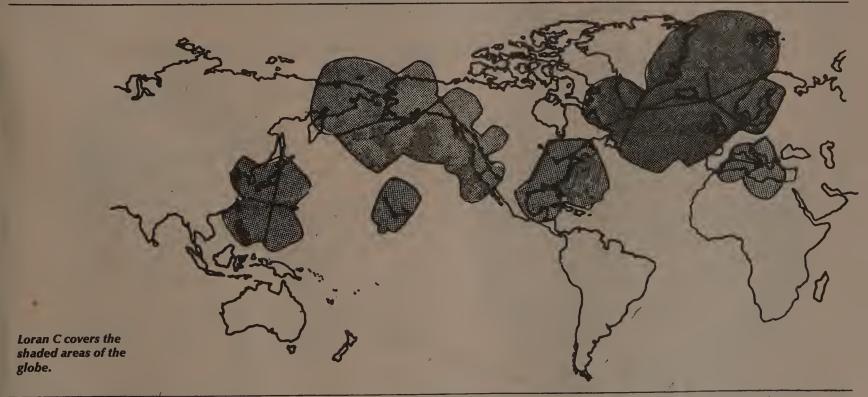
no sweat

All of these, however, are truly minor nuisances in what is a superior navigation

The stuff is very high quality and as reliable as the synthesized VHF radios most of you folks have aboard your boats. Flawless operation can't be guaranteed with any electronics. But the consensus is that — on the whole — this is very good equipment.

The only problem Mitchell can recall with a group of modern Lorans was with an early Texas Instruments unit at an SORC several years back. The units had a problem with 'cycle slipping' (rats were smoking marijuana inside the units) and the factory wasn't offering much field support. In quick order T.I. discovered their reputation in the sailing world was becoming silt; they then rapidly replaced the recalcitrant rats with Rat Scouts and all has been fine since. The Loran and SatNav are big markets of the future and manufacturers want to protect their reputations with good service.

Repairs are generally fairly reasonable. Texas Instruments has a policy often used in the computer world where there is a flat fee for repairing the unit, no matter the problem.



Loran to a veterinarian for service, or try to squish cheese behind the knobs.

what's with the navy?

Another problem in some areas is that the Loran signals — broadcast at 100 megahertz — get a lot of interference from Navy communications systems which operate at close to the same frequency. Ben Mitchell reports that there is a powerful such communications system in San Diego which makes it very difficult to get good

system. Don't trust our word, the word of dealers, or even the word of our advisors — just ask the guy who owns one and uses it frequently. They rave about them!

don't they keep breaking?

Loran doesn't sound half bad does it? But do they break down every two months like the early ones? Ben Mitchell and Rich Wilde, who have had first hand experience with the Lorans of years ago both say there is no comparison with today's equipment. **It's \$125, even if the replacement piece cost \$500 or \$2.95. It's sort of like group insurance, and not a bad idea.

how much orange juice?

Lorans do not require a lot of electrical power. We don't know what it is in amps, watts or any of those damn things, but we do know that it's about the same draw as your running lights. You can turn Lorans off when you don't use them, but if you're getting out of range turning it off may mean

LORAN

you'll not be able to pick up that weak signal again. It's easier to hold weak signals than pick them up fresh.

the big problem

Loran's big problem is coverage, which turns out to be no problem at all for 95% of all sailors. Loran was designed to provide excellent navigation capability in the coastal confluence zone, and it does that. If you cruise anywhere in California, Oregon, Washington, Canada, Alaska and even 500 to 600 miles offshore, Loran provides complete coverage and is exactly what you want. All of the eastern seaboard of the U.S. is covered, as are the Great Lakes, the North Atlantic, Europe, and most of the Mediterranean.

So what doesn't it cover? Write off virtually the entire southern Hemisphere, Tahiti, Fiji, the Marquesas, the Tuamotos, New Zealand, Australia — forget 'em because your Loran is only ballast down there. Mexico and Central America? Loran will cover you a little past Ensenada, maybe down as far as Cedros Island. Ben Mitchell says anyone or any company that claims it

can do better is "blowing smoke", because you're dealing with inaccurate skywaves or totally unrealistic circumstances. Jamaica, the Caribbean, Bermuda? It's very unlikely you'll get stuff you'd be willing to put faith in.

get stuff you'd be willing to put faith in.

Hawaii? Sort of. You'll get good coverage 1000 or maybe even 1200 miles out into the Pacific, but then nothing. As you close in on Hawaii, you'll again be able to pick up something, maybe just one line, maybe 200 miles out. The reason you don't get better coverage on the west coast of Mexico — the local Loran chains are facing in the 'wrong' direction.

But for cruisers halfway across the Pacific, there is a far greater priority in ice cubes than knowing your position to the nearest 200 miles. Who cares? When you care is when you approach the islands, and you should get good information then.

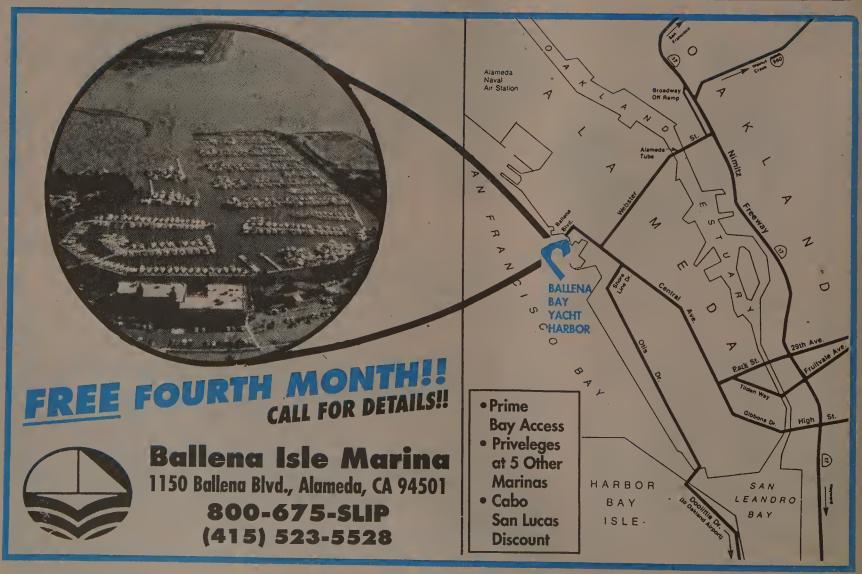
(It's worth noting here that useable Loran signals will travel farther than the

Coast Guard will admit; but because they won't admit it, the Loran lines aren't printed on all charts. You'll want to take this into account when considering buying a 'Time Delay' machine which is useless without Loran-lined charts, rather than a 'Lat-Long' Loran which gives you position in normal coordinates,)

That's the breakdown on Loran coverage. If you're not going to be sailing outside of its coverage zone, it's the navigational piece you want to buy according to all the authorities we spoke with. It has several distinct advantages over Satellite Navigation, not the least of which is a considerable saving in price.

As you can see there's absolutely no room on this page for discussion of SatNavs, so we'll have to wait until next month. Please remember we're not the ultimate authorities on this equipment, and that this guide is simply offered to help you ask qualified sales personnel intelligent questions. We certainly welcome your comments, particularly from those who've used their Lorans frequently.

- latitude 38



commit crew to stitution.

North knows it takes more than fast sails to make a boat go fast. It takes

Miled Crew Who know What they are doing.

You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging them to take part in You can add to What your crew knows by encouraging the You can add to What your crew knows by e North U's weekend Fast Course. Or for the price of a couple good crew dinners a committed crew who know what they are doing. The course is taught by some of the best sailors in the world. In two days

you can sign them up yourself.

these guys can teach your crew (and you) more about sail shape, rig control, and heather ding them received to see the standing them to see the standing them. numing than you might learn in a couple of seasons of racing.

And the course is not all talk. It includes our 248-page Fast

The book and the course is not all talk. boathandling than you might learn in a couple of seasons of racing. Which is yours to keep. The book contains almost everything North's deardard which is yours to keep.

Which is yours to keep. The book contains almost everything inorm's best salions almost everything included are our Speedcards™ and know about how to make a boat go faster. Also included are our Speedcards and show to make a boat go faster. opes, for on-the-water sail snape reference.

While a weekend at the North U Fast Course won't guarantee you a winning that it will really a state of the course won't guarantee you a winning that it will really a state of the course won't guarantee you a winning that it will really a state of the course won't guarantee you a winning that it will really a state of the course won't guarantee you a winning that it was a state of the course won't guarantee you a winning that it was a state of the course won't guarantee you a winning that it was a state of the course won't guarantee you a winning that it was a state of the course won't guarantee you a winning that it was a state of the course won't guarantee you a winning that it was a state of the course won't guarantee you a winning that it was a state of the course won't guarantee you a winning that it was a state of the course won't guarantee you a winning that it was a state of the course won't guarantee you a state of the course was a state of the course won't guarantee you a state of the course won't guarantee y

season, it will make you and your crew much more savvy competitors. Just the same that you have to start assistant for the same that you have to start assistant for the same that you have to start assistant for the same that you have to start assistant for the same that you have to start assistant for the same that you have to start assistant for the same that you have to start assistant for the same that you have to start assistant for the same that you have to start assistant for the same that you have to start assistant for the same that you have to start as a same to start as a same that you have to start as a same to same that you have to start as a same to same that you have the same that you have to start as a same to same that you have the same to same that you have the same that you have the same that you Sailscopes, for on-the-water sail shape reference. may mean that you have to start springing for a lot more victory dinners.

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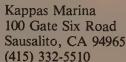
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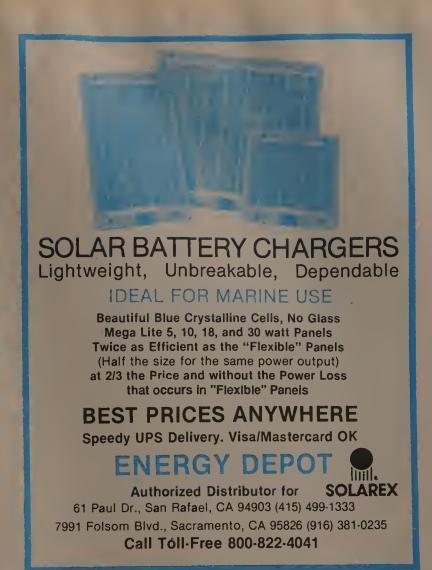


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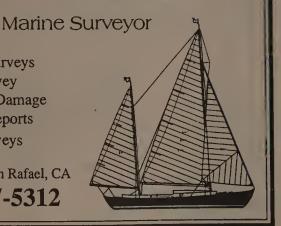
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STEVE TAFT

You could mistake Steve Taft for an English businessman. He has ruddy cheeks, liquid blue eyes, a very proper moustache and the carriage of breeding. The fact that he spends a good amount of his time with a bandanna wrapped around his head directing large crews on some of the fastest racing yachts in the world is a bit of an anomaly. Nevertheless, like gin and tonic, Steve has

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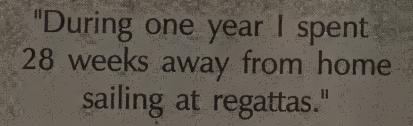
He went back down south for college, starting at Santa Barbara City College and then transferring to San Diego State, where he graduated in 1970, majoring in marketing. During that time he sailed on Bill Wilson's Rascal and Gerald Driscoll's Nova,

associations would take on more significance in Steve's life later on.

here was other sailing during this time, especially with Dave Allen. In 1967 Steve raced his first TransPac on Allen's 53-ft. schooner *Privateer*, and the next year crewed for Dave at the Southern Ocean Racing Circuit (SORC) on the Mull 30 Lively Lady. Two years later they returned to Florida on Allen's hot 42-footer *Improbable*.

By 1972, Steve had quite a few sailing miles under his belt, many of them as sail trimmer. That reservoir of experience didn't go unnoticed. Punky Mitchell, then at North Sails in San Diego, asked Steve to consider working for him. When Mitchell took over the North loft in Sausalito, Steve decided to take him up on the offer. "I did more selling of sails than making them," says Steve. He also had an opportunity to jump into the management end of things, an area he found to his liking.

Big changes occurred before the year was out. Mitchell decided to split from North,



blended his sailing talent and sailing acumen into a smooth working force.

Currently the manager of North Sails' Alameda loft, Steve Taft has emerged in recent years as one of the top "sailing masters" in yacht racing. Some of his recent successes have been on board the late Dave Fenix's Peterson 55 Bull Frog, Nolan Bushnell's Holland 67 Charley, and Randy Short's Reichel/Pugh 43 Sidewinder. These yachts have been loaded with sailing talent, brought together in large part through Taft's deft skill at organization.

he results have been particularly satisfying. In 1982, Bull Frog won Long Beach Race Week, the Stone Cup, the Big Boat Series and the S.F. Perpetual Challenge. In 1983, Charley won line honors in the TransPac. And in the last year, Sidewinder has won her class at the Hawaii Clipper Cup and qualified for the 1985 U.S. Admiral's Cup team. Of course, the fact that these yachts have carried sails from Taft's loft is no accident. That's part of the deal, and the way most big budget race campaigns are run these days.

"I always figured Steve for a high caliber corporate executive," says Dave Allen of Tiburon. Taft has sailed for Allen on several of the latter's racing yachts, but it was as early as 1958 that Allen sensed something special about the then 11 year old. "He always had a facility for names of people and boats, and the associations between them," says Allen. That talent, plus skills in sailing and marketing have resulted in success.

Steve spent his early years in Southern California, and started sailing in earnest at the San Francisco YC after moving north. both ocean racing yachts. He also crewed for Gerald's son John on a 22-foot Star boat. The local fleet included many sailing heavies, such as Lowell North, Dennis Conner, Malin Burnham and Tom Blackaller. The names weren't hard to remember, and the



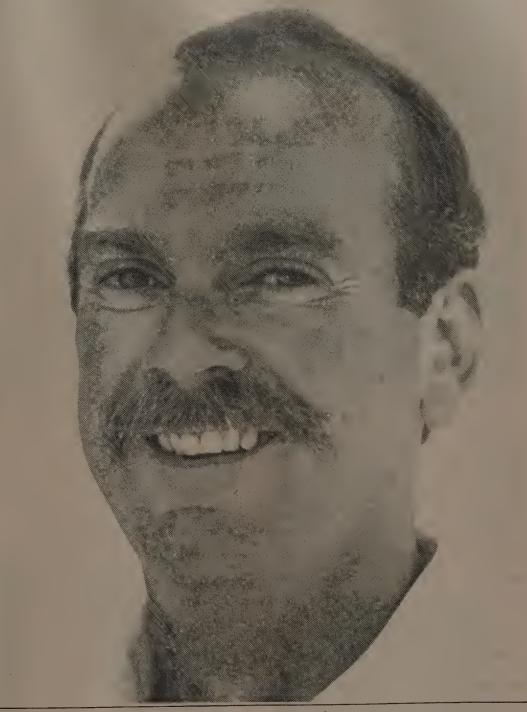
THE PROFESSIONAL APPROACH

and Steve became one of several partners in Mitchell Sails, operating out of Sausalito. For the next three years he immersed himself in the business of "sailmaker". Much of that work involved cultivating clients, which was achieved through sailing and traveling.

During one year, from 1973 to 1974," he recalls, "I spent 28 weeks away from home doing TransPac on Improbable, the 6 Meter worlds with Tom Blackaller, the Intrepid 12 Meter campaign, SORC and other regattas." Steve was one of the first peregrinating sailmakers, and the advantages to this approach were several. For one it kept him in touch with the latest in technology and techniques. It also provided him with orders for sails taken on the spot. And, back home, he was perceived as an "expert" by local sailors, having rubbed shoulders with the sailing greats they read

Steve drives 'Bull Frog' during the 1982 Long Beach Race Week.





about in the magazines.

Steve points to two associations in particular that benefitted his career. One was the 1974 Intrepid campaign, one of the early West Coast 12 Meter efforts for the America's Cup. Intrepid, skippered by Gerald Driscoll and Bill Buchan, came close to being selected as the American defender, losing out in the end to Ted Hood's Courageous.

Driscoll recalls Steve playing a major role on the boat, acting as one of the two genoa trimmers. He worked closely with the helmsman, exchanging talk about boatspeed, trim and other factors. "He had the attributes of agility, quickness, intelligence and the ability to concentrate totally for three or four hours a day," says Driscoll. Taft went on to another West Coast 12 Meter effort three years later aboard *Enterprise*. Again they failed to make the final cut, but the experience, the exposure and the contacts

Steve Taft.

proved valuable.

Likewise Steve's association with Dave Allen's Imp was very fruitful. The program blended Ron Holland's breakthrough 40-ft IOR design with an extremely talented group of Bay Area sailors including Skip Allan, Tom Wylie, Ragnar Hawkanson, and Bill Barton. The boat also broke with nautical tradition, sporting flashy, multi-hued green graphics on the outside of the hull and a tubular frame construction inside. "In 1977," says Steve, "Imp was very different and very visible. We got a lot of mileage out of her." They also pulled off an unprecedented hat trick in 1977, placing first

STEVE TAFT



at SORC, the Admiral's Cup and the Big Boat Series.

Professionally, Steve enjoyed continued success. In 1976 he switched back to North Sails, going to work for Tom Blackaller at the Alameda loft. In spite of their vastly different personalities, Steve found the ebullient Blackaller "one of the fairest and most honest people I've ever met." The pair clicked as a business team, one taking care of managing the loft while the other travelled the globe. In 1979, Steve took over the official role as loft manager while Tom pursued first an Olympic Star campaign and then the Defender 12 Meter program. Today, Steve is the boss and Blackaller still fills in when needed.

"One of the things I've learned is that sailmaking is a business," says Steve, "just like any other. Sure we go to all these international regattas, but without the local one design markets and supplying sails for the boat dealers, we couldn't make it. The big time stuff grabs the headlines, but we've got 25 employees at the loft and we have to issue their paychecks on schedule.

In the past few years, Taft has seen other sailmakers challenge North's position in the Grand Prix market, a development which is both bothersome and helpful. "The sail wars have been dirty," he admits, but adds that the total market has expanded, so even though North's percentage has shrunk, there's more business to go around. "A lot of people can build fast sails," he says, "but I know that when it comes to competing on a business level we can be very effective."

An integral part of that effectiveness is Steve's continued success in his sailing campaigns. In 1979 he was approached by Dave Fenix to put together an IOR campaign. The initial effort, Ron Holland's 46-foot Pegasus, didn't live up to expectations, but the second attempt, the Doug Peterson 55 Bull Frog proved to be spectacular. In addition to putting the crew together, Steve found it crucial not to overshadow Fenix. "You can't park the owner on the rail and expect him to keep his enthusiasm up," says Steve.

Taft also holds no magic with steering the boat, a position which many equate with overall control. In fact, he prefers to fill each position with the best possible person and let everyone do their job. Mixing roles and responsibilities can be devastating to a boat's performance. "If I see that the helmsman is

'Pegasus', left and below, didn't live up to expectations.



THE PROFESSIONAL APPROACH

also calling tactics on another boat," he says, "I know we can beat them. Ego loses more races than any other factor."

One incident he recalls in particular was the 1982 Big Boat Series on Bull Frog. Jon Andron, who Steve admires as a tactician, was on board. When the wind died during the last race, Andron went up to the bow to be by himself, away from the hubbub of the cockpit. Jon called for a long tack to the Cityfront, a move which got them to the wind first and ended up with their winning the race by an hour and a half! "If I had to make that call," admits Steve, "we never would have done so well."

This is not to discount Taft's tactical skills, which are considerable, but again he





'Sidewinder' shows her stuff.

often has a wealth of talent to draw upon. The group on Sidewinder, for example, is rich in talent, with Skip Allan, Scott Easom, and recent addition Paul Cayard. "The buck stops with Steve," says crewmember Dave Wahle, who also sailed with Taft on the Lee 67 Merlin back in 1977.

Does all that seriousness take the fun out of sailing? Taft admits a lot of it is business, but he still gets his kicks out of racing with a top flight team such as the Sidewinder group. They will travel to England this summer to represent the U.S. at the Admiral's Cup. Another thrill he gets is going fast in the big ULDBs, such as Charley in the 1983 TransPac, or his mount for this year's race, the Nelson/Marek 68 Swiftsure III from San Diego. Originally he had hoped to team up with several of the other Charley gang, such as Jon Andron, Skip Steveley, Chuck Hawley and Stan Honey. Things didn't work out, however, and instead they'll be competing against each other on three different boats. "It's going to be a drag race over there!" he says, hoping some of it will be spent at 30 knots, top speed for these big "sleds", as they're called.

And although he's all business once the preparatory gun goes off, Steve does let his hair down after the race is over. In fact, he's known as one of the fastest get-away artists on the sailing circuit. Bill Barton recalls that after the 1979 Fastnet Race in England, Steve jumped off the boat in Plymouth, caught a cab to the train and was on a plane to San Francisco before everyone else had gotten out of their foul weather gear. Another time in Nassau, Steve and Bill lined

up a powerboat with twin 75 h.p. engines to whisk them ashore after a cancelled race. "As soon as the cancellation gun went off," recalls Barton, "we were off, doing 60 knots over the reefs and then to the airport."

Taft's also known as a great raconteur



Steve after winning the 1983 TransPac.

and joke teller, and can sing old rock and roll songs as well as anyone. Sometimes his wife Lyle joins him for a race or a sail, but he says she maintains the option to stay home or go hiking if it's too cold. For Steve, that alternative rarely exists, a double edged blade that he accepts as part of his profession. "Business allows me to sail," he states, "and it also requires it as well."

- latitude/svc

THE NOTHING FRESH, NO ICE, THE-HELL-WITH-IT-ALL TIPS FOR COOKING AT SEA

ILDUSTRATIONS BY ANNIE SUTTER

The first piece of advice I would like to give you about cooking for long passages at sea is, don't do it. However, since you are reading this magazine, you will doubtless disregard this advice and do it anyway. Therefore, I shall offer these pearls of wisdom, distilled from disasters, inspired by those magic moments that come from being at sea, gleaned from grubbing through the bilges for just ONE more can of that key





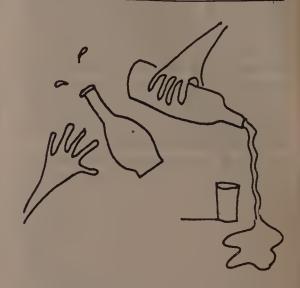
ingredient; mostly learned the hard way, but some the easy way by listening to the advice of assorted seagoing friends. The recipes, the shortcuts and the little deals that you make with the god of the galley are purely my own. I don't propose to give you any recipes for when you have fresh things; when the larder is full you can work miracles. This is all about when you have been out a long time, you are down to canned and dry goods, you hate cooking, it has gotten hot and firing up the oven is a drag, and you would prefer walking the plank to spending one more minute in the damn galley.

Let's begin with provisioning, and I am assuming you don't have a freezer, but the old ice box wherein all your ice

will be gone in a week to ten days. Buy all the same canned goods you usually do, and plan around meals you have always liked and are familiar with. You are not going to suddenly like something that you never did before: if you hate sauerkraut ashore you will also hate it when it is the last can in the bilge and you are a day from your destination. Also, you are not going to turn into a new kind of miraculous cook and make things you never tried before. I know, because I thought this would happen to me and I always ended up going back to the old, comfortable, reliable dishes.

So . . . I leave you to your own devices in buying the staples which you know how to work with and which go into your favorite meals. I don't need to tell you to buy flour, rice, bisquick, dried beans, noodles, etc. and to store them in plastic containers with nice tight tops. However, here are some items that may not logically occur to anyone not having been in that state of deprivation that weeks at sea can bring. "Complete" pancake mix, packaged pie crust, instant mashed potatoes, packaged pizza and cheese fondue, taco shells, Ramen, dried seaweed sheets, Jello's packaged cheesecake, vegetable flakes, dried soup mixes, Spam, and lots of those little cans of crabmeat, shrimp, clams, boned chicken and turkey. They are expensive, but they can really perk up an hors d'oeuvre or be turned into an elegant and easy meal. Canned tomatoes can do all kinds of things, so can canned mushrooms. You always need a supply of tinned sardines and herring, and don't forget peanut butter and popcorn! Stock up on soups - you can make great cream sauces with soups, and load up on canned fruits, juices, and soft drinks. I presume you are heading for warmer weather, so remember that your eating habits will

change. The hearty stews and meats with gravy that go down so well when



you are fighting the fog off the coast won't go over any more when you are in tropical heat. And the juice intake will multiply incredibly. Powdered juices are all well and good, but remember that you will be using up your precious water



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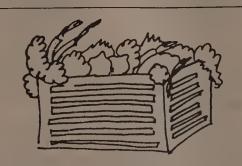
supply to drink them.

Dinty Moore's Beef Stew is a great instant dinner. Wilson's tinned meats are a treat after the fresh meat runs out. These are hard to find, and how you do this is to call the Wilson Meat Co. in Walnut Creek. They won't sell it, but they will tell you what market has bought a supply. Then you have to drive to that market, wherever it is, and it is worth it. Darigold canned butter can be bought through restaurants, and even though it says on the can that it should be kept frozen, it survives without refrigeration. Buy tinned hams that don't need refrigeration, they are on the shelves, you just have to look for them.

Enough about canned goods except that some people will tell you to varnish the cans, and some will tell you to wax them, and or/other ideas. We did nothing and they did fine, but I do recommend writing the contents on the can top with a waterproof pen or you will be in for some surprises when the labels come off.

We bought our eggs directly from a farm in Petaluma, which is the only way in this modern world that you can get

them unrefrigerated which is what you want if you are going to store them unrefrigerated. Ours lasted three months (which was when they ran out), so I can't say how much longer they would have been OK. The way to test an egg is to place it in water; a fresh egg will sink and one that is over the hill will float. Again, people will tell you to coat them with various substances. We painted the small end where the airsack is with mineral oil. Egg cartons and egg flats fit perfectly into the kind of milk cartons you can steal from behind grocery stores.



Take big, waxed cheeses, the lower the fat content the better as high fat cheeses get greasy quickly in heat while Swiss and Mozzarella last longer. It is said that vinegar wards off cheese mold, and it also attacks mildew, cleans the head and soothes sunburn. Take jars of Old English spread. A packaged pizza has a little can of cheese in it, and Kraft macaroni and cheese dinner has a little packet of powdered cheese. These may not look like much now, but they really spark up a dish when you are out of everything. Eat the pizza now with real cheese and take the cans along for that far off day when they will taste so good.

When choosing produce, again try to get it unrefrigerated and as green as possible. Leave the old outer leaves on, but watch for when they start to rot because then they will quickly infect the whole vegetable. In fact, the most attention you need to pay to anything while you still have fresh stuff is the produce; watch it and turn things like cabbage and tomatoes and fruit and get the rotten spots out or they will all be through in no time. A burlap bag dipped in saltwater every day and put over the produce seems to keep things as cool

and happy as anything can. Store it in nets, milk cartons, or paper bags, never plastic bags. Oranges and grapefruits



are long lasting; acorn squash holds up well, cabbage tastes awfully good after everything else is gone and green peppers really spark up a kidneybean salad. Be sure to take alfalfa and bean sprouts and make your own as you go along. Eventually this will be your only source of green munchies.

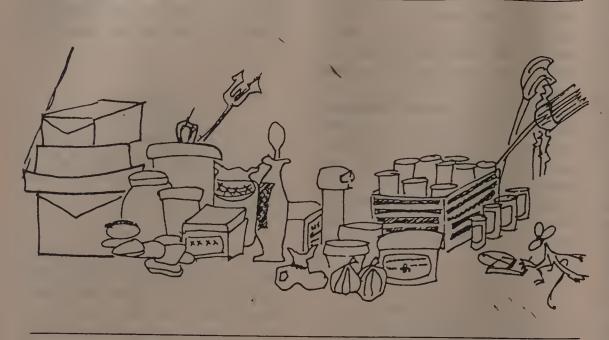
You can take a week's supply of fresh meat if you store it on dry ice in an ice chest and open it as little as possible. Use hamburger first, chicken next and steaks last. Please try to live without bacon. You can have a disaster on the high seas with the hot grease. And on that subject, keep a box of baking soda near the stove to put out a fire in case you should have one.

Other departments to give a thought to: beverages like coffee, tea and cocoa; sweets like candy bars, gumdrops, cookies, jams, etc.; munchies like nuts,



crackers, and trail mix; dried fruits; cereal, and the only kind that lasts is

COOKING AT SEA



oatmeal and cream of wheat; condiments; sauces and spices; paper products; the cleanup department; matches; fishing gear and snorkeling goodies; medicine chest; sunburn

lotions and bug stuff; and maybe even a mousetrap.

Don't try to cook the first night out, at least if you are just starting the voyage. Probably everyone will be sick anyway, but even if they're not, you're all getting your sea legs and are in a new and strange situation. Have a made-ahead casserole, or a meat loaf or a ham all precooked. Avoid anything greasy, or loose and juicy as a stew.

Now that you are off and running, I can't think of a thing that will help mitigate the fact that counters will leap at you, doors will open, pans will fly off the stove, bottles that you forgot for an instant will fly about the boat, mysterious crashes will occur in stowage areas, and sodden masses of clothing and cushions will appear. You just can't do a thing about it, so carry on. After a while the sun will come out, you will have eaten the icebox clean, the produce will be gone and you can take the damn nets down from everywhere. Now is the time for these nothing fresh/no ice/the hell with it all recipes.

Recipes next month.

— annie sutter

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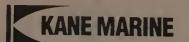


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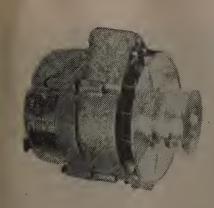
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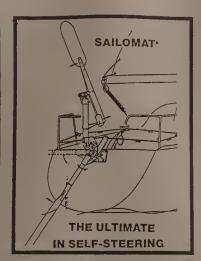


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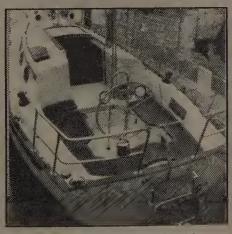
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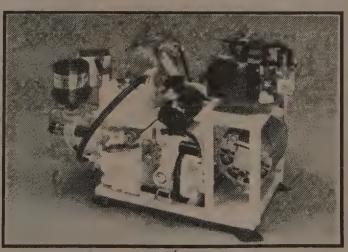


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INNOCENTS

In the last installment of 'Changes in Latitudes' we wrote about Betty Ann Moore and Larry Rodamer, two IBM employees, and their boat, Robin Graham's old Dove. Together they planned a trip to Mexico, the South Pacific and Hawaii, equipped with lots of smarts and little experience. We're glad to hear they made Cabo San Lucas safely, and wrote to share their experiences with you.

Before taking off on the cruise, I had read all the books: Hiscock, Chapman, etc. I knew all about preparedness, shakedown cruises and the forces exerted on boats at sea. Intellectually I knew, but the real thing really brings it home.

You hear about people taking four or five years getting ready for a cruise. Well, we did it in four months, from deciding to go to setting sail for a year to Mexico and the South Pacific. I had been sailing for ten years, but on a light displacement 24 footer in bays and rivers. My ocean experience was one race from San Francisco to Moss Landing in light air.

We bought Dove in September in San Diego and brought her up the coast mostly under power. After that, until we cast off for Mexico, we had only sailed her a half dozen times, in light winter weather on the bay.

We figured our shakedown cruise would be going down the coast to Mexico, and it sure was. In fact, it started right away. Beating out the Gate in 20 knots we were taking a bit of spray, mostly below. It turned out we had not dogged down the ports or forward hatch, and everything was wet. Lesson number one, I should have known.

I guess the single most important thing is to really know your boat. We are still learning Dove as we go. It's little things, like how long you have to run your engine to keep the battery charged. It's really salty to beat into Ensenada, Bahia Magdalena or Cabo san Lucas, round up, drop your anchor and secure your boat. Impresses the yachties, but it's hell on the psyche. It's a lot easier to enter a strange, crowded harbor under power and take your time picking your spot.

Knowing your boat also means not going to sea with untried procedures or gear. I had converted Dove from roller

to jiffy reefing. In our rush to get ready, this was done two days before we sailed and was tried once at the dock. Luckily it worked fine the first time I used it at sea, surfing downwind at 10 knots in a forty-knot gale at night, but my god, I wished I had done it a few times under easier conditions first.

A good shakedown cruise would have revealed a few other things, too. In my innocence of bigger boats, I installed the reefing gear on the boom the same way that had worked for eight years on my 24-footer, with pop rivets. Well, the first time I reefed going to windward they popped alright, tearing the brand new main. After talking to a more experienced sailor, I found out they should have been drilled, tapped and machine screw installed. With my limited tool kit, they are now held with number 10 metal screws. I hope they hold for the duration.

The first downwind test of our Hassler windvane revealed that it won't quite hold a steady enough course dead downwind with a sea running to prevent jibing. The lack of a preventer meant many unnecessary hours at the helm. We have one now. A side benefit of the preventer is that it keeps the main and boom quieter when rolling in light air.

Speaking of rolling in light air, the noises will drive you crazy and won't let you sleep. Some bastard had stolen our jib sheet blocks shortly before we left, so we were using snatch blocks. Well, their lifting and falling make a lot of noise. We bought new blocks, too.

Little things help, too. We brought an Ensolite pad, like backpackers use. It's great to cut up in pieces for stopping rattles in locker doors, wrapping clinking bottles, etc.

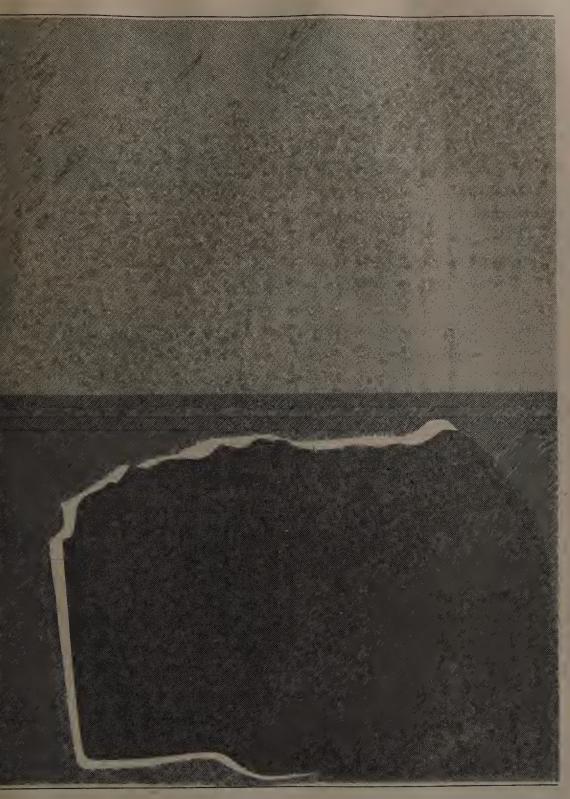
It's amazing how much you learn in only one month of cruising (learn the hard way, since you already knew from all those books). A good dinghy with a motor is an absolute must. It's guite



romantic, rowing along on a calm night with a full moon shining down, but it's quite another thing rowing four hundred yards back in the teeth of a good wind. Making two or three trips a day becomes a real chore, not to mention ferrying groceries, garbage, beer, and five gallon cans of water and diesel fuel. Yes, Virginia, I have already learned some places don't have nice docks with fuel and water.

Unfortunately I was against carrying gasoline for an outboard for safety

ABOARD



reasons, so we don't have one. The first used Seagull I see for sale is mine.

One of the things we did take time to prepare for was safety gear. You only go around once so why cut it short? I firmly believe if you go overboard at night on a rough ocean you are gone for good. There is no way a short-handed crew (one) can disconnect the self-steering, unrig a preventer, take down a pole, turn around and find you. This is despite our man-overboard pole, rigged with a strobe, dye marker and EPIRB.

So we always wear a safety harness at night, and in the daytime when going forward if it is at all rough.

We also have a six-man Zodiac raft and a SIG II survival kit plus some plastic jugs of water handy if we have to abandon ship. I don't know how good they are and hope I never find out, but they give us a warm feeling in the tummy knowing they are there.

During the preparation period we read several articles on provisioning and one thing was really valuable:

comparison shopping. We didn't have time for a lot of it, but pricing our list we found a \$200 difference on a \$1,000 order between two different supermarkets. One suggestion from a friend we didn't have time for, but sounded good, was to find a friend in the military and wrangle access to a PX.

I would like to put in a thanks to the Safeway store manager in Felton. When he found out what we were doing he offered to open his store two hours early in the morning for us and had a checker available. It was really wild, like winning a contest. We had the store to ourselves and ran around filling 20 grocery carts as fast as we could. He also gave us a 10% discount on the order. If your supermarket manager doesn't volunteer, ask. It can't hurt and may really help.

Speaking of asking, don't be shy about asking people on other boats. They may have local knowledge about the best places for fuel, water, fishing, repairs, restaurants, how to handle customs, or whatever, and are almost always happy to share it. Everybody likes to be an expert. Anchored in Bahia Magdalena we found out that all those little outboards running around were fishermen who would be happy to sell or trade. We got a 15-lb. grouper for two cans of juice and four beautiful löbster for 100 pesos (\$5) and a six-pack. Mighty good eating.

Even if you don't need any information it pays to be friendly. We have met some of the nicest people we know on other boats. You have a lot in common and cruisers have an inexhaustible fund of stories. We do too, after only a month.

Sitting here in Cabo San Lucas, bow on to the sea wall, listening to the lines creak and the fish jump and enjoying the tropical evening, the problems we've had look minor. We weren't completely ready when we started, and I don't think anybody ever is, but we've made it over a thousand miles so far and are looking forward to the South Pacific. We'll be the least experienced cruisers there too, but we'll be there.

- larry rodamer

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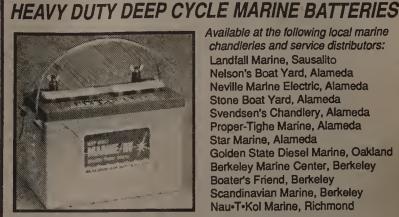
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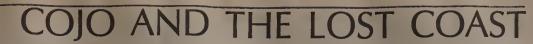
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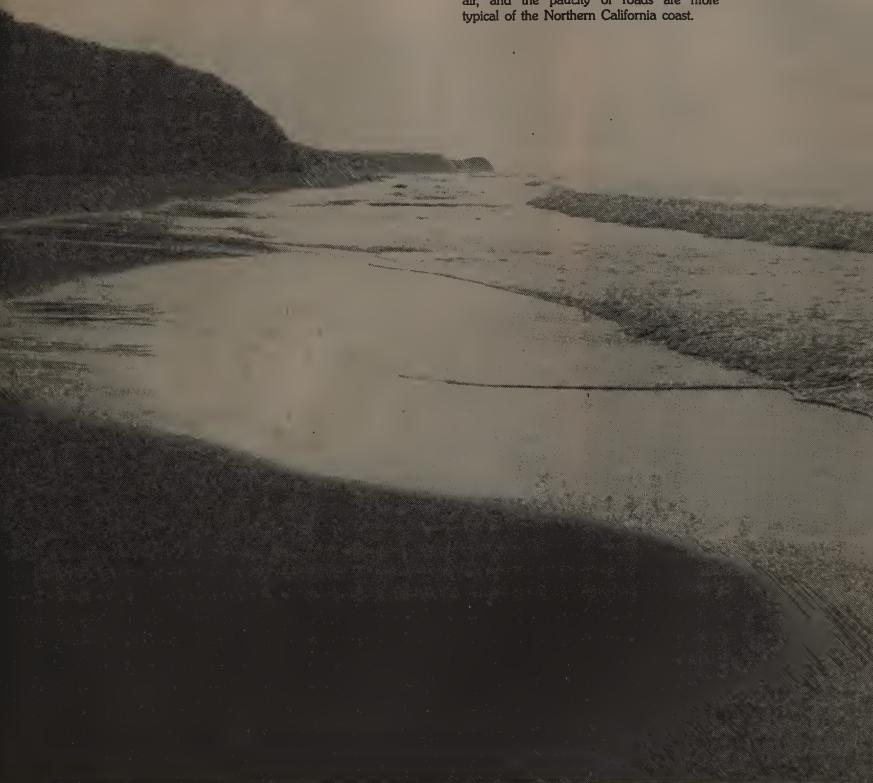


(ORIGINAL PUBLICATION DATE: JUNE, 1984)

California has about 900 miles of coastline. Our personal favorite for cruising is the 32-mile stretch between nasty old Point Conception and the fish pier at Goleta. Thanks to the relative proximity of military and space shuttle operations at Vandenberg Air Force Base and the huge Spanish land

grants, this is virtually a lost coast to shoreside citizens.

Sparsely populated, this segment of gentle coast offers a combination of the best features of both Northern and Southern California coastlines. The pleasant temperatures, long white sandy beaches, relatively warm summer ocean temperatures and colorful sunsets are pure Southern California. But the mostly undeveloped rolling hills and coastal mountains, the clean air, and the paucity of roads are more typical of the Northern California coast.



CALIFORNIA CRUISING:

Climatically, Point Conception is the dramatic dividing line between the two Californias. To the north the ocean is temperate; to the south it's subtropical. Each has its own variety of sea life. There's also a marked difference in the amount of fog. Point Arguello, just 12 miles to the northwest, has almost twice as many days with less than `.5 mile visibility than does



The beach near Little Cojo. Down in Mexico, they'd call this group of rocks The Friars.

Conception. In fact there are many times when a thick bank of fog to the north ends abruptly at Conception.

of course the biggest difference is in the wind and sea conditions. Because of frequent spring and summer northwesterly gales and rapidly steepening seas in the vicinity, Point Conception is often referred to as the 'Cape Horn of the Pacific'. The strong winds and huge seas keep roaring along to the southeast; the coastline, however, turns sharply to the east at Conception. Rarely do the northwesterly winds and seas make this turn, so even as the tempest continues to rage a few miles offshore, the winds can be calm and the sea flat along this lost coast.

The most compelling evidence for the difference in the weather to the north versus to the south of Conception is the number of ships lost. Since the 1800's some 25 ships have been lost to the immediate north of

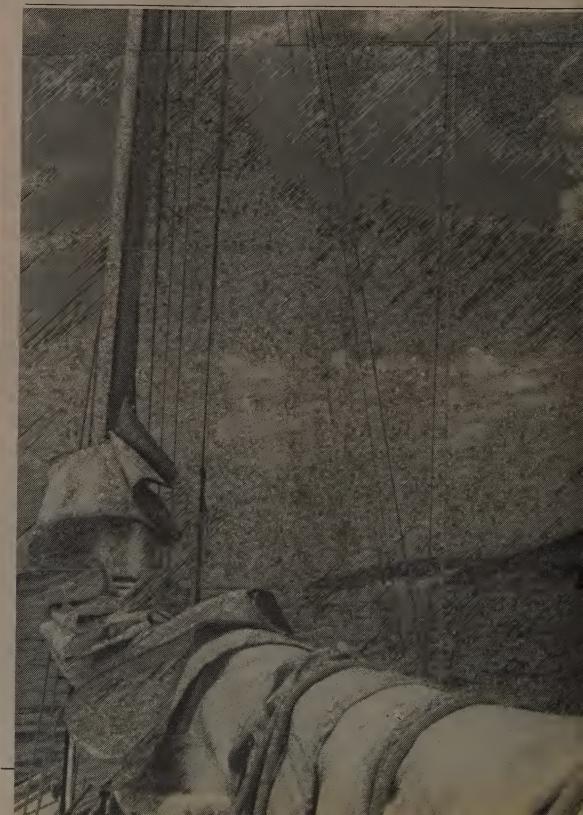


Conception, including the Yankee Blade with \$25 million in cargo in 1854, the passenger vessel Harvard in 1931, and the infamous fleet of Navy destroyers that piled ashore near Hondo back in 1923. During a similar period only five ships were lost to the south of the point.

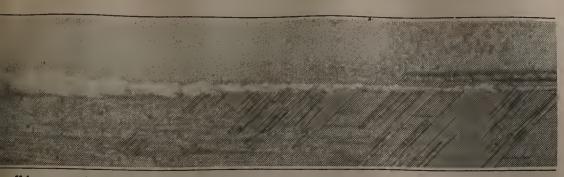
Although there are no berthing or

A vacant butt-slapper with a nice wall, an aging surfer's dream come true.

mooring facilities along the 32-mile run from Conception to Goleta, there are at least eight anchorages used with some regularity. And since the prevailing northwesterlies in this part of the Santa Barbara Channel are



COJO AND THE LOST COAST



offshore and often light, and because summer's hurricane-bred south swells from Mexico are blocked by the Channel Islands, a careful sailor can often anchor safely almost anywhere along this part of the coast.

For vessels heading south from San Francisco, Cojo is the first anchorage south of Conception, and in our opinion is usually the best of the lot. Tucked in behind a bight just 1.5 miles east of the Point Conception Light, it's easy to find. Because the northwesterly winds whip off the top of the

hills there is no room for seas to build up fetch. We've sat out winds up to 35 knots in comfort, and we certainly weren't the first ones.

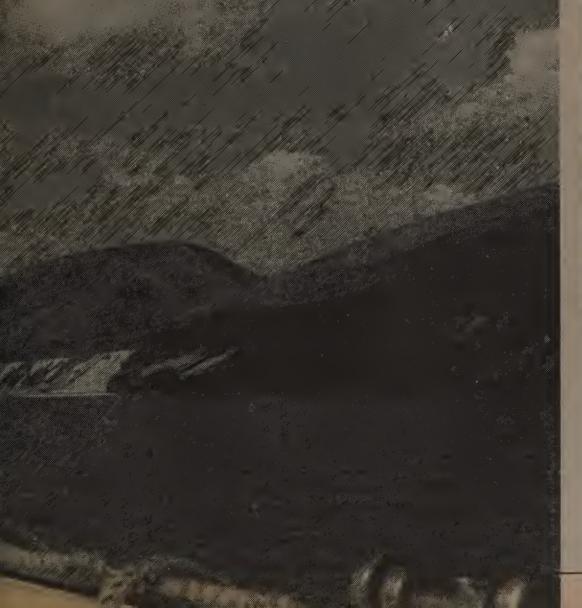
Cojo has been the most popular anchorage along this stretch of coast for centuries. It's not known if Cabrillo - the first European to explore this coast — put in here before dying as a result of complications suffered during a botched shore landing at San Miguel Island, but he may well have. The Russians, long before boycotting the Olympics, used the anchorage when they nearly polished off the local sea otter population. In the 1800's whalers from New Bedford used Cojo as one of the two stations in the region. Back then the gray whales were so plentiful that the whalers didn't even use a mother ship; they simply launched their whale boats from the beach.

Modern day sailors also use Cojo heavily, either as a rest stop after a long run



Another shot of Little Cojo; over sandstone isn't a good bottom for anchoring.

down the coast, or as a secure place to wait for the weather to moderate before heading north. Besides the transient sailors, the anchorage is frequently used by commercial fishermen and divers. And you can't forget the surfers, who use Cojo to anchor everything from inflatables to power cruisers while surfing the breaks at Government Point, Perko's, and Little Cojo.



Also using Cojo for an anchorage are

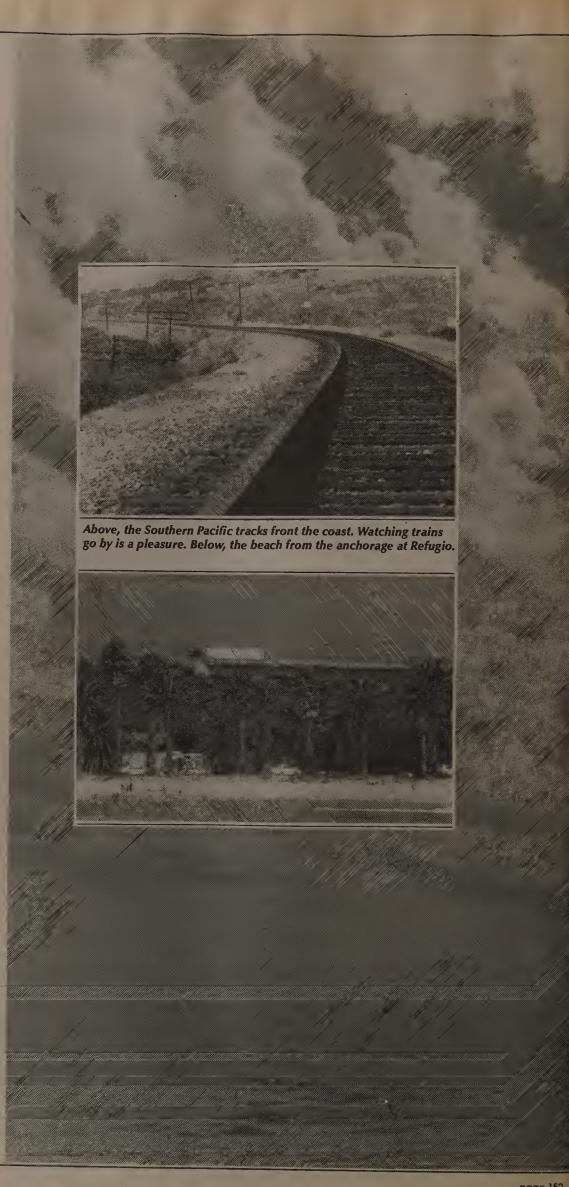
the incredible diversity of vessels used in the exploration and extraction of offshore oil, About 100 years ago the world's first offshore oil well was sunk less than 50 miles down the Santa Barbara Channel at Summerland, a town more famous in modern times as home of the Nugget Burger. A turn-of-the century strike at Ellwood about halfway to Cojo from Summerland saw the erection of back-to-back rigs near the shore. Some of the remains of these are now beneath the surface of the water and create something of a hazard to navigation. In 1976, offshore drilling history was again made in the Santa Barbara Channel, this time just 5.5 miles ESE of Cojo. There the Hondo rig was erected in 1,000 feet of water - almost twice as deep as any rig had been sunk before.

The pace of oil exploration and production hasn't slowed in the area, nor is it likely to soon. The recent big finds in the



Offshore oil drilling started in the Santa Barbara Channel; 100 years later, it's still going strong.

Arguello area to the north have had channel traffic really hopping. There are lots of folks who hate the offshore oil industry, but we've got to confess a certain affection for some aspects of it. The offshore rigs, for example, are kind of neat. They're huge, noisy, and best of all, spit fire out the side. How virile!





CALIFORNIA CRUISING:

Yeah, we know people say petroleum products are dangerous to living things, but how do they explain the fact that the guy



Unlit buoys such as these pose a serious hazard to navigation at night or in fog.

who invented Vaseline ate a teaspoon of it every night for 30 years? And he lived to 90.

You've got to keep your eyes open, however. In the stretch from Cojo to Santa Barbara we've seen many industry buoys, barges, cranes, and platforms with no lights whatsoever. These are a severe hazard at night, and are even more dangerous when there is fog.

Although a harbor of refuge has been proposed for Cojo a number of times, nothing has ever come of it. And it's doubtful if anything will. Consequently there are no facilities whatsoever at this anchorage. So what's to do there? Plenty.

Ve like to start off our visits by just sitting in the cockpit feeling the boat undulate in the gentle swells and listening to the sound of phones not ringing. If we're really hungry for action we gaze at the coastline looking for geological formations we hadn't noticed before. By the second day we're usually in good enough shape for a row to shore and a barefoot walk in the sand. After wearing shoes for most of the year, squeezing sand with your toes is one of the most therapeutic activities known to man.

If you do go ashore anywhere from Cojo to just north of Gaviota, you shouldn't wander inland. This is private property, and as we understand it, you are trespassing if you go above the high tide mark. There are guards that patrol the area. Our old sailing friend Bob Jensen reports that once a shotgun-toting guard almost prevented him

from retrieving his surfboard, advising him to get the hell out. During our last visit a green pickup started to follow us down the beach. We figured we were going to catch hell, but all the driver did was wave a friendly 'hello'. So, you never can tell.

For those looking for some vigorous physical activity, the surfing, bodysurfing, and swimming are usually fine, and always uncrowded by normal standards. We've also noticed that a number of boardsailors seem to favor the area. Jogging on the deserted beach is rewarding, as is casually enjoying the bounty of nature unspoiled. During the evening we've found the periodic gleam of the Conception Light to be hypnotic, as are

Morning becomes Cojo.



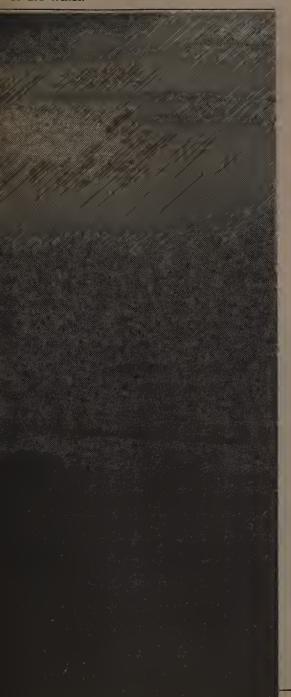
COJO AND THE LOST COAST

the swirling headlights of the locomotives that transit the Southern Pacific tracks along the shore.

ust a few hundred yards east of Cojo is another small bight called Little Cojo. A white tank on the hill clearly marks the spot. We've seen several boats anchor here, but we sure don't recommend it. The bottom is hard sand with lots of smooth rock and is reported foul.

Several mooring buoys have been put in just off Little Cojo, but don't tie up to these as oil industry support vessels often pick them up late at night. Do however, watch out for the polypropylene lines attached to them, they float on the surface

of the water.



Although the proposed terminal facility was not needed as soon as officials had anticipated, Little Cojo is the projected site



There's few other places in California where you can drop the hook, dinghy ashore, and walk for miles without seeing another soul.

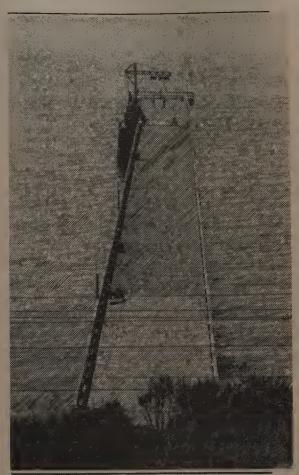
of a huge Liquid Natural Gas Terminal. There's been an enormous uproar about this — "Keep Conception Immaculate" read the bumper stickers — and it's likely to resume before any construction is started.

Even though you're headed from San Francisco to Los Angeles, along this part of the coast you're actually travelling to the east—and a little to the north! Not quite eight miles in this direction from Cojo is an anchorage called Secate. Both the Southern California Chart Guide and Brian Fagan's Cruising Guide to the Channel Islands give this spot better marks than Cojo. To each their own.

Secate is easy to find, the eastern side is directly north (magnetic) of conspicuous oil rig Helen. A relatively good-sized and pronounced indentation in the coast, you can drop the hook in 30 feet of water on either the west or east ends of Secate. The bottom is mostly sand.

As was the case with all the anchorages along this stretch of coast, Secate used to

have a wide, thick layer of kelp that flattened the seas and kept the chop down. But these forests were uprooted by winter storms two years ago. As of last fall they had not yet returned to their once great splendor.



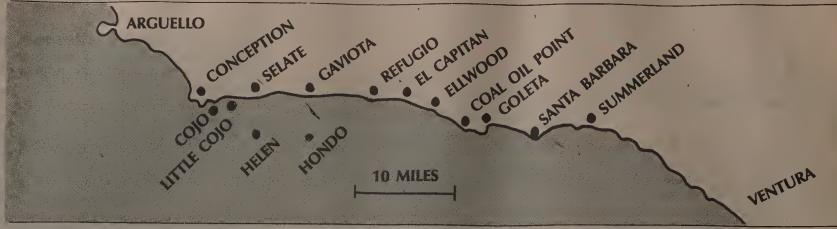
The fish pier at Gaviota, a good place to take on passengers. We've even done it at night and lived to tell about it.

Gaviota Landing — the word is Spanish for seagull — is four miles to the east of Secate. A California State Park, it's also the first parcel of public land east of Point Conception. You can't miss this place, as it not only has a distinctive railroad trestle, but a 434-foot pier extending from the western edge of it. It can be identified at night by car lights; it's here that Highway 101 turns inland.

There are some private moorings at Gaviota, and you can anchor if you want. But you won't want to — at least not for more than a few hours. There is a nasty backwash from the west that makes this anchorage extremely uncomfortable even in calm conditions.

The pier has a floating dock, so that it's possible to on and offload passengers and cargo from a dinghy without getting wet. This makes it a nice place to pick up guests who have flown down from the Bay Area to join your boat. Although we wished we had never found out, it's a \$50 cab ride to Santa Barbara's airport in Goleta. Ask around the

COJO AND THE LOST COAST



state park and someone headed that way will gladly give you a ride for free.

The state park has a snack bar that's open in the summer, as well as ice, telephones, and barbecue rings. The beach is nice, but can get crowded.

Like all the canyons along this stretch of coast, Gaviota's is subject to brisk winds funneling down — even when the rest of the coast is calm. San Francisco Bay sailors are fairly used to this kind of phenomenon, and since the winds blow offshore, there should be no problem. But don't be surprised by them.

Six and three-quarter miles east is Refugio, another state park and a much better place to anchor than Gaviota. This spot is also easy to find, as it is lined with palm trees and backed by a huge cement freeway overpass. It's also located almost magnetically north of oil rig Hondo, the modern-looking one. Anchor to the east of the point in hard sand in 25 feet of water. The beach is very nice here, and there's a snack bar, showers, and all the standard state beach amenities.

Refugio is a bit of an historical place, being the landing for the once very wealthy and famous Rancho Ortega. Back in 1818 the French pirate Hypolyte Bouchard, who was flying the flag of Argentina, staged a raid, having successfully ransacked the capitol at Monterey several weeks before. But the residents had been alerted, and had left the ranch. Out of spite Bouchard's men burned all the buildings down and killed the livestock. There's little need to worry about such things when anchored at Refugio now; our President's private residence is just up the hill and the authorities now guard the coast pretty well.

Capitan, yet another state beach, is just 2.5 miles further east. Here too, are the normal state beach amenities and facilities. Anchor around the bight off the rocky shore, not off the sand beach. At the former it's easy to dinghy ashore and up on the rocks without getting wet. In summer,

that is. During winter "El Cap" becomes one of surfing's all-time hollow barrels, breaking very close to shore. A shore landing then would be suicide.

For sailors who like to dive, the area between Refugio and El Capitan is noted for abalone, scallops, lobster, and many varieties of fish. The underwater photography is also reputed to be good.

Another eight miles along the coast is the very aptly named Coal Oil Point. From El Capitan you must stay at least four or five miles offshore or run the risk of having your hull covered with coal tar. This icky tar — and you can smell it from miles away — has been seeping up from cracks in the ocean floor for centuries. If your topsides come in contact with it — and huge globs float all over the surface of the water — it sticks, and there's no soap that's going to take it off. Varnish thinner works best, but it's a real pain. The the advice of idiots who have gone right through it twice: go around!

he final and easternmost anchorage along this lost coast is Goleta, where the first boat of any consequence was built in California. Goleta is Spanish for schooner, so we'll give you one guess what kind of vessel it was.

The anchorage is straight-forward. Drop the hook in hard sand between the pier and the western shore. There's plenty of room to drop the hook, but even in calm conditions this spot is often subject to excessive rolling, excessive enough to drive you crazy. One remedy is flopper stoppers; another is to anchor bow and stern directly into the swell.

Goleta is yet another park. It not only has all the normal amenities of the state parks along the coast, but a couple of extras. A nice lawn, for example, which makes a pleasant change after nothing but sand beaches. Another is the Scotch 'n Sirloin restaurant located at the foot of the fish pier. The restaurant is just a year old, and has great drinks, good chow, and a hopping dance floor with live music — just the three things for a sailor who's been out to sea too long. Extra bonuses at Goleta are the airport, less than a mile away, and Isla Vista beach, within walking distance to the west and

where 12,000 UCSB coeds sun themselves in little beach costumes.

South of Goleta the shoreside population increases dramatically and you can see and hear the roar of the freeway and civilization in general. It becomes Southern California coast as we all know it. But it does have its own rewards. The harbors of Santa Barbara, Ventura and Oxnard are no more than half a day away, as are the Channel Islands.

Frankly the sailing along this 32 miles of lost coast is often marginal. Inshore there's often less than a light breeze. If you want wind, you have to go a few miles offshore, but you'll find it. If you go quite a ways out — say most of the way to San Miguel Island — you'll frequently get your ears blown off.

Fog can sometimes be a problem along this stretch of coast, particularly in early summer. But it usually burns off by midday. There are times, however, when it can hang low and thick for several days at a time.

The lost coast is not suitable for winter cruising. Southeasterly and southwesterly winds associated with winter gales make this entire stretch of coast a very dangerous lee shore. Richard Henry Dana writes about it in Two Years Before The Mast. In addition the heavy winter ground swells from the north pour into these anchorages, making for great surfing but horrible anchoring. There are no refuges.

From fall through spring Santa Ana winds are also a threat. They can blow like hell, but if you're anchored close to shore there is little time for fetch to build, so you should be able to ride them out.

Not everybody thinks this stretch of coast is so hot. Mike Pyzel, who lives in Santa Barbara and sails his Cal 28 out to the Channel Islands as many as 40 times a year, hasn't bothered to sail up that way in ages. But for easy sailing, plenty of solitude, and miles of deserted beaches, this stretch of coast suits us just fine. It's California at its best: the way it used to be.

— latitude 38

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32-FT COLUMBIA 9.6. Double-reef main, 110, 130, 150, spinnaker. Volvo dsl, sleeps 6, roomy 6-ft hdrm, teak cabin, galley, pressure water, VHF, compass, knot, depth, electric/manual pumps, shore power. Book value \$30,000 - Leaving Bay Area, asking \$25,000. Urgent/(916) 823-0190.~

CORONADO 35. A comfortable liveaboard/cruiser tri-cabin with lots of room! Equipped with dsl, VHF, anchor windlass, refrigeration, stove/oven, microwave, h/c pressure water, aux water and fuel tanks and more. Get the most boat for your money! \$32,500. Dan (916) 432-3516.

CAL 34 MKIII. Outstanding condition, 1978. 8 sails/spinnakers, Norseman, internal halyards, dodger, awning, Navik windvane, SSB, Loran, RDF, VHF, wind, knot/log/depth, Westerbeke 30, Balmar DC2000, microwave, refrig, stereo, new cushions plus more. \$33,500. Call John (415) 540-0671 ext. 468.

34-FT O'DAY, 1982. Total purchase price \$61,592. Owed on boat \$37,000. Boat in great condition. You pay off boat, after sale I pay the new owner \$1,000. (415) 689-4520.~

ERICSON 35. 6 bags sails. Recently hauled and bottom paint. New sail and brightwork covers. Dbl lifelines, bow and stern pulpits, wheel, internal halyards, dual preventer vangs, shore power, pressurized hot water, shower, recently upholstered, more. (415) 479-2974.

CHEOY LEE "ROBB 35" wood sloop. Proven ocean cruiser. Engine, Westerbeke. Excellent condition. Runs like silk. Hauled in March '89. New paint bottom & topsides. 3rd owner. Boat beautifully maintained. Classic charm. Will accept best offer over \$35,000 before Feb. 28, 1990. Call Christine, D: (818) 843-3485 or E/Wknds: (818) 848-2131.

CAL 34, 1979. Like new condition. New rigging, 150, 110, 80, never used spinn gear, oversized spinn pole & traveler on cabin top. Full electronics, roller furling \$39,950 firm. Seller may finance 50%. Santa Cruz slip available. (415) 743-0919.

40 TO 50 FEET

47-FT FERROCEMENT SLOOP. Robert DeHaan design/Sparkman & Stephens professional hull, Berths 3 dbl; 4 single. Yanmar 2TE-22 hp, full Cat 1 safety, over 20,000 miles bluewater cruising, extensive inventory. \$42,000. Kortegast fax: 011 8523-3581017 or c/o West Marine fax: 011 8525-8543854.

BENETEAU FIRST 405, 1986. In water 3 years. Bristol condition. New bottom paint. Incl: Datamarine Link 5000 w/remote, spinnaker rigged, 4 sails, AM/FM/CD stereo w/6 speakers, propane stove, refer, fully enclosed dodger & Zodiac dinghy w/ outboard. \$119,000. Call hm: 521-8763 or at wk: 864-9500.~

44-FTRHODES SLOOP. Flush deck, roomy wood beauty. Well maintained. Recently hauled, new paintvarnish w/covers. Cruise ready dsl, SatNav, ham, Loran, Aries, charts, inflatable, 8 sails, some new. Now in Baja, return S.F. spring. \$50,000 or b/o. (415) 474-1782.

41-FT FERROCEMENT GAFF RIGGED Cutter. Very traditional. All the comforts of home and more. A boat you'll love. \$45,000. Chris 552-0644 or Paul McLaughlin 554-1450.

NEWPORTER 40. Excellent condition. Yanmar 30 engine, 100 hrs. New sails, propane stove and cabin heater, new cold plate ice box and freezer. Clean, beautiful interior. Wonder live aboard. Many custom features. \$69,000/offer. Call John (808) 293-2604 or 471-3430.

48-FT MAPLE LEAF. A true cruising/liveaboard sailboat professionally built & maintained. Lehman 120 hp dsl w/330 gal fuel, 400 gal water in all stainless tanks. Loran C, AP, radar, washer/dryer. Beautiful leak interior & decks w/enclosed center cockpit. \$166,500. (408) 286-4000.

40-FT LIVEABOARD. 1939 Navy Capt's Gig by Wheeler. 260 hp dsl, 17 kts. Handsome, roomy, comfortable, dry. sleeps 4. Roomy head, maple closets, full galley, solar panel, 30 gal water heater. Needs some work. \$15,000 neg. 332-3844.

PETERSON 44, 1977. New sails, roller furling jib, aft cabin, center cockpit design, misc equipment, excellent survey. Must see to appreciate. Estate sale. \$95,000 neg. For interested parties only call (209) 474-8264.

ALDEN 43, 1930. "Blackjack". Cold molded 1988. Marconi staysail schooner. Beautiful new interior. Needs very little work to be complete. In the water. \$80,000 or b/o. (916) 622-1199 eves.

SWAN 441, 1979. Perfect combination of performance & comfort in good condition. All Swan amenities: B&G instruments, SatNav, refrig, central heating, Harken furling gear, 12 sails, AP, liferaft, more! New Sparcraft mast & rod rigging. Well maintained. Serious inquiries only call (415)

50-FT CLASSIC CRUISING CUTTER. Schock design, 4 cyl Lehman dsl, 3 anchors, 200' chain, 5 salls, SatNav, 2 sounders, 2 VHFs, SSB. Fast and stable, has cruised SF to Cape Cod 3 times. Needs cosmetic work, but sturdy and sound. \$45,000. Call (415) 549-2406.

MORGAN O.I. 416, 1982. Galley fire. No struc-1ural damage. \$60,000 asking price. Call (415) 742-0217.

SCHOONER "Tillicum". 50-ft LOA, 40-ft LOD, 12-ft beam, 6-ft draft. Launched 1982, L.H. Coolidge design. Fir on oak, Mercedes aux, Dickinson galley stove. \$65,000. (206) 293-7307. Anacortes,

42-FT STEEL SAILBOAT HULL" Colvin Gazelle" with cabin, portholes, prop & shaft, QP 60 Isuzu manne dsl, Borg Warner 72 series velvet-drive tranny 2-1 reduction, mast material and numerous parts. \$15,000 for all or trade for truck of equal value. Will consider parting out. Call Gary (408) 372-1882.

HUNTER 45 LEGEND SLOOP. (47-ft LOA). Commissioned spring 1987, 150 hours on Yan-mar 55 T.D. Fresh bottom and survey, as new condition. Extra teak cabinets. Furuno radar, bottom reader, VHF, Loran, TV, microwave, spinnaker rigged. \$120,000 or b/o. (415) 731-4956.

C&C CUSTOM 43, 1972. Legendary C&C custom sloop quality makes this red-hulled yacht capable of cruising or racing anywhere. Recent Awlgrip topsides and spars. Equipment on board "Mystery" incl 19 bags of sails, VHF, Loran, AP, sea berths for 9, sturdy sloop in and reliable Perkins 4-107 power. She is one of the strongest boats built due to her unique dbl hull construction, yet she is seakingly roomy and fast Seriously offered at seakindly, roomy and fast. Seriously offered at \$75,000. Berthed in Alameda. Lv msg at (415) 655-3265.~

CORONADO 41, 1974. Nicest on West Coast. Large aft stateroom with huge bed. Two heads, shower, large galley, teak interior. Diesel engine, radar, AP, electric windlass, roller furling headsail. Fully outfitted and ready to cruise or liveaboard. \$64,000. (805) 983-2248.

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SPRAY COPY, 40-FT, 1980. Proven ocean cruiser. Beautiful classic lines. Excellent balance, designed to self-steer. Heavy construction, cedar lapstrake planks, 6"x7" sawn frames, 371 GMC dsl, huge cargo hold, automatic pilot, Loran C, VHF, (415) 854-8429.

40-FT PERFORMANCE CRUISING SLOOP. John Lidgard Yachts Ltd., Auckland, NZ, 1982. Cedar/Kevlar/S-glass (WEST), 6 oz F/G skin. New Hulse rig and LPU topsides 1985-1986. New non-skid deck and Micron bottom 9/89. Beautiful wood interior. Sleeps 6, dinette, galley, nav station. SSB, VHF, Loran, stereo, AP, B&G 190. 17 sails. New long battened North Kevlar mainsail. Yanmar dsl. Complete safety gear incl EPIRB & 8-man liferaft certified 9/89. Superb New Zealand craftsmanship & quality throughout. \$63,000. (415) 421-0174

SEA TIGER 41-FT KETCH. Excellent condition & ready for cruising and/or comfortable liveaboard. Well equipped w/8 sails incl roller furl genoa. F/G hull, teak trim, teak and mahogany interior, solid 1 1/2" teak housing, Perkins dsl, large salon, galley and head w/sparete walk in observer. and head w/separate walk-in shower, Avon, full boat cover and lots & lots of equipment for cruising. Must sacrifice at only \$69,000. Must see to believe Pah (445) 329,1475. believel Rob (415) 332-1177.

GULFSTAR CUSTOM 40, Hood design, 1978. "Athena". Fast, elegant bluewater sloop. Custom teak Interior. Teak toe rail and cockpit combing. Rod rigging, Perkins dsl, AP, Loran, VHF, etc. Beautifully maintained. Santa Cruz. \$59,950 firm. By owner. (408) 462-2236.

41-FT STEEL SLOOP, 1987. 40 hp dsl, roller furling, complete electronics, Monitor vane, Avon sport boat, hard dodger, elect windlass. Proven fast cruiser - Winner Class D, 1989 Baja Race Week. Set-up for long distance cruising. Many, many extrasl (415) 967-5223.

51 FEET & OVER

51-FT TATOOSH KETCH. Fast, elegant & comfortable Perry design for serious bluewater cruising. Freshwater berthed 83-88, cruising the Pacific after. Recent offshore outfitting. A beautifully designed & extensively equipped yacht of excep-tional quality. \$259,000. Page (808) 576-4582 for info, brochure.

CHEOY LEE CLIPPER KETCH 70. Offshore proven, full keel. Rerigged & masts epoxied '88, dodger, refrigeration, wood stove, VHF, DS, KM, stereo, Loran C, many sails. \$50,000. Real Estate possible. Cruising gear from anchors to SatNav available. Paul, eves (707) 765-6307.~~

55-FT STEEL SAILBOAT, 1988. W. German design, fast, nice. OM 352 151 hp Mercedes, generator, refrigeration/freezer, roller furling, full battened mainsail tall rig, big winches, radar, heating and more. \$185,000. 364-3632,

ODYLE 51-FT OVERALL SKOOKUM ketch. Navigation and courses equipment. 3 cabin, 2 head, fully equipped galley & salon. Floors wood, decks teak overlay on FRP laminate. 8 sails, lifeboat. Selling below market. \$40,000 or b/o. Package. Call Carol (408) 244-9835.

CLASSICS

33-FT INTERNATIONAL ONE-DESIGN daysailer sloop, Race/cruise. Fast and able. Built in 1961 w/ solid mahogany planking. Spars are made from Sitka spruce. \$9,500. (415) 581-7971 eves.

COLIN ARCHER 21-FT DBL ENDER. Bare hull w/finished decks, cabin. Cedar on oak. Spars, rigging, sails, bronze fittings. New bronze keel bolts, survey & registration. Classic pocket cruiser on cradle. \$2,500 or b/o. (415) 846-3941.

CHEOY LEE FRISCO FLYER, 1958. Dsl, VHF, stereo, depth, anchors, porta-potti, propane stove, full cover, cabin & cockpit bright. Strong boat - Great shape, many unique touches. Has sailed Mexico and Hawaii. Best offer (415) 990-9828.

30-FTx24-FTx9-FT 6"x4-FT ANGLEMAN, wooden gaff sloop. Mahogany on oak, teak decks and cabin. Heavily built in Holland. Albin dsl, 50 gal fuel, 50 gal water, separate head, alcohol stove, Loran, VHF, AP, DS, KM. \$23,500. (408)

MONTEREY 28-FT, 1919. Classy California working girl, still earning her keep on the Bay. 80 hp dsl, radar, DS, 20 VHFs, 3 steering stations, towing ng & gear. Nice for towing, sport fishing, pleasure cruising. (415) 237-8045.

MULTIHULLS

PACIFIC CATAMARAN w/trailer. #242. 18-ft 9" black hulls w/orange decks. Harken throughout. Storage box. Like new condition. \$3,775/offer. (916) 533-9563 or (916) 533-9351.

UNIQUE 34-FT WHARRAM CATAMARAN. Ideal boat for low latitudes & low budgets. Extensive refit since last voyage. Current Johnson 35 & much more. \$16,000. Consider part trade for RV, auto or ? Andrew (604) 684-8211.

HOBIE 18 w/galvanized trailer #12599, Blue Hawaiian sail, black anodized. Excellent condition. Storage box. \$3,250/offer. (916) 533-9563 or (916) 533-9351.

41-FT KANTOLA TRIMARAN. Hawaii. Excellent condition. West epoxy cedar. Pro built. Fast. Fractional rig. Main, spinnaker, 3 head sails. Solar. 3 dbl berth. Ready to cruise. Completely retrofitted 12/89. Current survey available. \$85,000. (808) 244-6965.

31-FT BROWN SEARUNNER TRIMARAN. Best built, best looking 31-ft in the west. All W.E.S.T., epoxy, vented wind deck, kick-up rudder, new rig, Autohelm windvane, 3 solar panels, Costa Rica & Hawaii veteran located Hawaii. Possible delivery. \$31,000. P.O. Box 515, Wailuku, HI 96793, (808) 244-6965.

32-FT TRIMARAN. Piver Nimble w/pilothouse. Beautiful boat, must see to appreciate. Coastal cruising vet, quality equipped. Full batten main, 3 jibs, i/b Yanmar, wheel, 2-spd self-tailing winches, CQR w/80-ft chain. Refrigerator, lights, electronics powered by Arco solar panels. \$27,000 or b/o or trade. (707) 829-3428.

35-FT PIVER. Well built but neglected, needs TLC and finishing. Includes Atomic 4, stove, head, DS, other extras. On land in work area of harbor. Steal at \$3,000. (415) 284-5294 - If no answer, leave mso.

35-FT TRI STAR SLOOP (HORSTMAN). Mexico vet, 6 sails, Atomic 4, sleeps 6, wheel, aluminum mast, electronics, windlass, CQR, teak and mahogany, much more. Richmond berth. Consider trade/income property. Reduced to \$33,000. Call Don at (415) 947-4924.

HAINES HUNTER TRAMP. 20-ft trailerable daysailer trimaran. Little sister to F27. Huge cockpit, main, jib, spinnaker, bimini, cockpit tent and cushions, Suzuki o/b, trailer, etc. Sail fast w/ comfort & safety. Two boat owner, so make offer. Andrew (415) 763-0152.

31-FT TRI JIM BROWN SEARUNNER. 4 yrs old. Excellent condition. Polyurethane topsides. Epoxy below. Beauty inside & out. 9 hp/low hrs. Ready to go. \$25,000. 662-2314.

31-FT SEARUNNER TRIMARAN Hulls w/complete set of construction plans. \$2,000. Call Gene (408) 263-7633.~

SEARUNNER 31. Yanmar dsl, wheel steering, 7 sails, 7 winches, solar panel, propane stove. Well built & equipped for cruising, liveaboard. Dinghy with o/b. Berthed in Santa Cruz. \$31,000. (408) 458-1724.

SEARUNNER 37. Mustsell. \$30,000 or b/o. (916) 927-1173.~~

SEARUNNER 31. Exceptionally well built Brown design with many extras. \$26,500. Serious inquiries call (415) 726-2282.

SEARUNNER 37-FT TRIMARAN. Jim Brown design, hull #152. Boat is completely constructed, F/G & ready to float. No ngging, engine/extras. Seevessel at Anchor Manne Boatyard, Princeton/ Half Moon Bay. 1-800-332-4569 for info & permission to board. \$6,500.

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32-FT GRAND BANKS. VHF, Fish finder, low engine hrs. Excellent condition. AP. \$42,500. Eves: (415) 435-5626 or wk: (415) 543-8666.

36-FT MARINE TRADER SUNDECKTRAWLER. Full berths fore and att, galley down, two heads. Low time Ford Lehman dsl. Immaculate throughout. Partnership, trade or sell. \$99,500. (415) 778-1612.~~

BAYLINER 2850, 28-FT FLYBRIDGE, 1987. OMC 460 I/O, fresh water, shower, excellent condition. \$30,000. Call Tess (415) 823-2533 or (415) 581-

PARTNERSHIPS

HUNTER 37. 1/4 share avail for responsible person. Well equipped: Radar, dodger, dsl, AP, roller furling, dinghy with 8 h pmotor, shower. Great way to own & have fun on Bay. \$2,100 buys 1/4 share. \$300/mo includes slip/boat payment. Tiburon berth. Bruce wk: 543-8666 or hm: 435-5626.

GOOD GUYS, SOME ROUGH EDGES, some social skills, some weekend work. 1/4 ownership in 36-ft sailboat. \$125 per mo, \$275 to start. Total Investment depending on what we spend. East Bay or Marin. Nicholas H: 444-2628 or 848-6877.

CAL 31. Good condition. Alameda berth. 1/5 share. Experienced sailors or willing to learn. \$175/mo., paid quarterly. Earn equity. Call Mike or Loma 865-5147.

ELEGANT, classic, 50-ft Rhodes yawl "Xanadu", seeks shareholder for sailing S.F. Bay & coastal crulsing. Licensed master provides enjoyable experience, teaches sailing & seamanship, acts as guide for your clients & coordinates all maintenance. (707) 823-9059.

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27-FT CATALINA. 1/3 share. 3 jibs, new engine, VHF, clean, new bottom 4/89. Excellent cruiser -Bay & Delta boat, SF berth. \$3,000 or b/o. Must sell. Jerry (415) 944-5388 or 893-9255.

HALF PARTNERSHIP AVAILABLE for 1988 Catalina 30. Roller furling jib, dodger, 25 hp dsl, SL 160 Fastpak, more. \$4,000/offer. If you desire a responsible partner and a comfortable boat in excellent condition call (408) 354-1754.

PACIFIC SEACRAFT ORION 27 CUTTER, 1982. Fully equipped for cruising and in absolutely top condition. 1/2 interest. Radar, Loran, windvane, etc. Nearly unlimited use of boat (I am away July & August). \$24,000 firm. Willing to finance. (415)

C&C 33. 1/2 ownership. Fast, clean sloop. New main, 6 jibs, 2 spinnakers, full instruments, wheel steering, VHF, Loran, stereo& rigging. Berthed in Benicia, CA. \$15,000. D: (707) 426-3354 or E: (707) 429-3509.

CATALINA 30, 1981. 1/2 interest. Atomic 4 gas engine, VHF radio, main & 110% jib, alcohol stove & oven, binnacle mounted compass, pedestal steering. Excellent condition. \$14,000. Mike (415) 347-6752 or Rich 521-9438.

TRADE

MY LOT AT HIDDEN VALLEY LAKE near Clear Lake for your J/24, ski boat, Etchells, etc. (No partners/charters). Leave address for packet & what you have, any evening - (415) 973-8577.

IHAVE NO USE FOR A POWER BOAT! Trade or sell 1973 24-ft Fiberform. Exc. hull, needs some engine work (350 V-8). V-berth w/head, 2 pc bimini, full cover, down riggers. Dry docked. Buck Book \$9,000-\$15,000. Deborah (415) 924-8013.

STOLEN BOATS

STOLEN: 15-FT AMP APOLLO monohull. Light brown hull, brown mast, brown waterline stripes. CL8170BJ. Also stolen: 1979 Dilly trailer. CA lic. 2FF3921, ser #463683. Both taken from Berkeley Marina between 1/14 & 1/16. If found, please call Robert (415) 654-5348.

CREW

A SAILING VACATION ADVENTURE - Mexico (P.V) to Florida via Panama, visiting remote tropical anchorages as well as cosmopolitan resorts on a 50-ft flush teak deck sloop w/two staterooms. April/May 1990. \$40/day, 4 people. Info: Bill (203)

LOOKING FOR EXPERIENCED SAILOR (M/F) w/strong seamanship & ocean experience for cruise to So. Pacific & New Zealand on cruise-ready 38-ft sloop. Leaving mid-April. If you're experienced & can share expenses please call 658-6865.

WOMEN, 40-50, GOOD SAILORS, single, for long range all weather yacht deliveries Atlantic & Pacific. This is demanding work, no frills. Advanced training available. Strong basic seaman-ship required. 15th year. Write: Box 24893, Oakland, CA 94623.

FREE SPIRIT, man, late 40's, photographer with 44-ft sailboat in Mexico seeks free spirited female sailing partner for Mexico cruising & Hawaii and return S.F. - or part. I can teach you. Leave msg, will return your call in March. (415) 474-1782.

CATALINA RACE 1990. This is a great and safe opportunity for a Bay sailor to gain valuable off-shore experience on a new, fast, comfortable, fully equipped race boat (1989 time surfing & sitting - 63 hrs) with an experienced USCG licensed skipper. Race down and return (2 wks) or just race. Either way it's a blast! Costs including food & all expenses should run about \$980 or so plus \$500 deposit (refundable). Let's do it! Call for details (415) 581-9987.

44 YR OLD SAILOR with 200,000 sea miles seeks lady, 30-45, for 1991 So. Pacific voyage. Enthusiasm, health, aversion to seasickness important. 27-ft custom sloop is strong, fast & well equipped incl 2 windsurfers. Skip, Box 1513, Capitola, CA 95010. (408) 479-0817.

SEEKING LADY TO SHARE MY LIFE. Marriage minded 60ish active male. Liveaboard a sailbo and a houseboat, Delta Owl Harbor, Isleton. Will live ashore and travel land, sea or air. Retired Real Estate Broker. (916) 777-5738.

OCEAN RACERS - Pretorien 35, RYC, seeks "a few experienced racers" for upcoming YRA Ocean Series (April-Sept. '90). Call Mary after 6:00 p.m. (415) 334-1387.

CREW NEEDED ON A HOT SANTANA 22 for serious one-design and PHRF racing on SF Bay, practice sails and work parties. Boat in Richmond. No novices. Call Mike H: (415) 967-7886 or W:

EUROPE/MEDITERRANEAN ANYONE? SWM, navigator/mechanic/electronics w/offshore experience wishes to crew on boat headed in that direction. Ready to share expenses. Call Bill L. (415) 841-8729.

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EXPERIENCED, SERIOUS, CONGENIAL Crew available for deliveries, ocean voyages, cruising. Would really like to get out of the country. Call Megan (415) 658-7333. P.S. - Beware of the bizarre answering machine.

NEED CREWMAN FOR VOYAGE to Caribbean, possibly Med. on new Mason 54 hIgh tech cutter.
Prefer bluewater or coastal & cooking experience
but will train. 2 year commitment. Share expenses.
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WANTED: Weekends, vacations, after school for occasional crewing and boat maintenance. 37-ft sailboat, city front - 35-ft power boat, Alameda. Will accommodate to almost any situation. Write: Box 74, 633 Post St., S.F., CA 94109 or leave msg: 673-6023 ext 74. Please advise us to experience and availability.

USED GEAR

HOOD ROLLER FURLING, 2 yrs old. Perfect condition 60-ft luff. \$1,900 or b/o. Gordon E: (916) 756-7273 or D: 643-9277.

AVON LIFERAFT, 4-man/canister, single floor, \$1,200. 8-ft F/G dinghy, \$400. 5 hp British Seagull w/clutch, \$500. Autohelm self-steering windvane, \$650. All like new-never used. Call Gene (408)

BALMAR POWER CHARGER PC100, new condition, 25 hrs, \$900. Inverter: Kenyon shore power KP1500 System 3, excellent condition, \$500. Avon Rover R2.50, excellent condition, new 2/89, \$550. Evinrude 3 hp, new 2/89, outstanding condition, 20 hrs, \$350. John (415) 540-0671 ext

MISCELLANEOUS

DOLPHIN DIESEL, 2 cyl, 15 hp, gear box: 2.3-1, instrument panel, shaft coupling, 202 lbs. Manufactured in Italy. Engine used as demonstrator never installed in boat. \$2,000. (415) 745-7765.

HEADSAIL & SPINNAKER FROM ISLANDER 36. Brand new 8.5 oz jib, luff 24.0', foot 11.1', leech 20.3', \$500. Spinnaker, 1.5 oz, radiał head, luff 45.0', girth 27.0', very very very good condition \$1,000. (415) 573-6007 eves.

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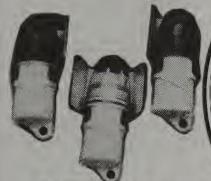
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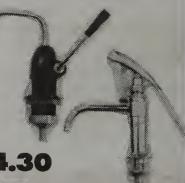


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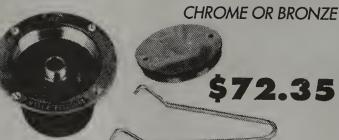


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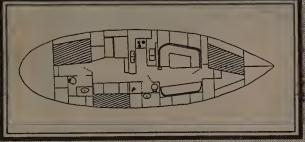
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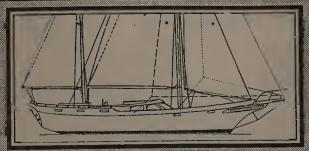
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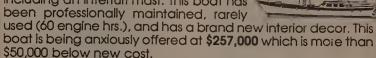
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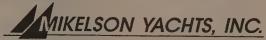
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TRYING TO FIND A BOAT? CALL WAYNE MOSKOW. SPECIALIZING IN LOCATING AND SELLING BOATS COAST TO COAST.

SA	.IL		32.	WESTSAIL	
	FORMOSA, '85	439,000	29'	COLUMBIA 8.7	22,500
	CHEOY LEE, '81, Twins	340,000	26'	RANGER, '73	9,000
47'	CELERE, New Performance Cru	iser 345,000	PC	WER	
47'	PERRY, CRUISE READY	127,500	60'	LONG RANGE Stl Trwlr, '68	295,000
46'		245,000	53'	ALASKAN, '77	220,000
46'		179,500	50'	HATTERAS CONVERTIBLE, '80	500,000
42'	WESTSAIL, '81	75,000	50'	GRAND 8ANKS, '71	215,000
42'	TAYANA, '80	90,000	50'	OCEAN ALEXANDER, '81	246,000
42'	HALLBERG RASSEY, '83	190,000	49'	ALASKAN, '73 WD	155,000
42'	8ALTIC, '85	195,000	48'	CAMARGUE, '88, Looded	255,000
40'		55,000	46'	HATTERAS, '82, Conv	329,000
40'	CHEOY LEE OFFSHORE, '66	54,500		SEARAY, '88, oft cobin	228,000
40'	PANDA, '82	119,900	45'	CHEENG HWA, '87 Trwlr	225,000
40'	LIGHTWAVE (Schumocher)	110,000	43'	HATTERAS, '80	199,950
38'	MORGAN, '78	CALL	43'	HATTERAS, '78	200,000
37'	EXPRESS, '85, RACE!	115,000	42'	GRANO 8ANKS, '85	245,000
37'	RANGER, '73, RACE/CRUISE	41,000	42'	GRANO BANKS, '79, Europe	195,000
37'	PROUT SNOWGOOSE		401	MARINE TRADE, '78	99,000
	EUTE CAT, '86	130,000	40'	8LUEWATER, '80	99,900
36'	CATALINA, '87	68,000	391	SEA RAY EXPRESS, '88	155,000
36'	ISLANDER SLP, '78	54,000	38'	8AYLINER, '88, Loaded	125,000
36'	ISLANDER SLP, '68	44,000	36'	SEARAY, '85, AFT CABIN	115,000
36'	BILL LEE, '73	39,500	36'		AT 135,000
36'	PEARSON 365 KCH, '78	58,500	36'	GRAND 8ANKS, '77 S-120	98,500
36'	PEARSON 365 SLP, '76	77,500	36'	GRAND 8ANKS, '67 T-120	79,000
35'	ERICSON, '84	66,000	321		45,000
34'	PEARSON, '84	55,000	32'	GRAND 8ANKS, '82	85,000
	C & C, '78	45,000	*32'	GRAND BANKS, '69, WD	52,500
33'	CAPE DORY, '81	69,000	25'	BAYLINER, '88, V-810	25,000
	CAL SLOOP, '74	33,000	24'		24,000
	CHEOY LEE PH M/S, '71	55,000		This is just a few of our ma	ny listinas.
	ISLANDER, '77	37,000		Call us to discuss your	
				,	

Call us to discuss your needs.

* BROKERAGE SPECIALS *

42' GOLDEN STAR TRAWLER, '87 \$165,000	35' COOPER 10M SUNOECK, '88
42' 'BERTRAM, '73	32' 8AYLINER, Twin V-8'SCALL
39' SEA RAY EXPRESS '88 155.000	24' MARSEN, '88, V-8 Merc 1/0 24,500

GREAT DEALS ON TRAILERABLE LISTINGS - CALL FOR DETAILS

DEALERS FOR KELLY/PETERSON, FRERS, ENDEAVOUR AND HALLBERG RASSY.

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76' SCHOONER

SPACIOUS BALTIMORE GAFF SCHOONER DESIGNED BY R.E. CULLER & BUILT IN THE U.S. PACIFIC NORTHWEST IN '74. SHE'S A TRANSPAC VET W/2 PRIVATE DOUBLE CABINS + 5 COZY BUNKS, NEW SAILS, WELL EQUIPPED & READY TO GO ANYWHERE.

TRY \$125,000.



39'FREYA

CUTTER RIG, DIESEL AUXILLARY, LOADED WITH QUALITY CRUISE GEAR, INCLUDING MAGNOVOX SATNAV, AP, WINDVANE, DODGER, SOLAR & WIND GENERATOR. THE EQUIPMENT LIST GOES ON AND ON. SHE IS A WELL-BUILT POWERFUL OCEAN-GOING VESSLE. **REDUCED TO \$65,000.**



25' O'DAY

PERFECT FAMILY SAILOR — CRUISE, RACE AND TRAILERABLE CAPABILITIES. ONLY \$4,500.



26' FOLKBOAT

ACTIVE S.F. BAY CLASS, NEW PAINT AND VARNISH. REAL SHARP.

ASKING \$5,000/OFFERS.



39' COLUMBIA

SPACIOUS AND COMFORTABLE WITH CLEAN DECK, NEW PAINT, REBUILT DIESEL.

OWNER TRANSFERRED TO EUROPE AND MUST SELL. S.F. YACHT HARBOR SLIP

AVAILABLE. WITH SLIP — \$35,000 • WITHOUT SLIP — \$25,000.

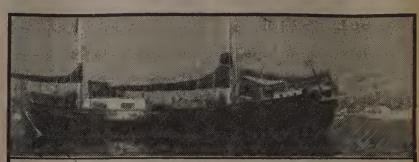


TAHITI KETCH

PERKINS DIESEL, RECENT REFIT INCLUDES NEW ELECTRONICS, INCLUDING AUTOPILOT;
ALL PAINT AND VARNISH. READY TO CRUISE OR LIVEABOARD.
TRY \$19,000.

BAY BRIDGE YACHTS

	SELECTED BROD	(बर्गास्ट्र(द)ए		
22'	MERITSL	1984	OB	\$ 9,500
24'	YANKEE DOLPHINSL		OB	\$ 7,500
25'	CORONADOSL		OB	\$ 7,900
27	ERICSONSL		OB	\$ 18,500
27	CSSL	200000000000000000000000000000000000000	SD	\$ 25,900
29"	COLUMBIASL	1966	SG	\$ 17,500
29'	CALSL	1976	SD	\$ 29,500
30"	COLUMBIASL		SD	\$ 32,000
32'	ERICSONSL		SG	\$ 27,500
36'	COLUMBIASL		SD	\$ 24,000
37	TRI KTCH	1978	SD	\$ 22,900
38	CROSS TRIMARAN KTCH		N/A	OFFERS
41'	CTKTCH		SD	\$ 85,000
45'	LANCERP/S		TD	\$132,000
	Power Boats 24-ft to 60	-ft, 18K to	250K	
	Court Cours Montage [41]	S) 60	9 A -	60



LANI-KAI "ROYAL SPIRIT OF THE SEA"

45' "CORE TEN" anti-corrosive "STEEL HULL KETCH". EPOXY PAINTED, FLUSH DECK, OAK & MAHOGANY INTERIOR, 60HP MERCEDES DSL, YANMAR DSL GEN., SHOWER, FULL SAIL INVENTORY. DOCUMENTED FISHERY OR COASTWISE CHARTER; RADAR, LORAN, VHF, SIDEBAND ANTENNA, 70 GAL FUEL, 150 WTR. MANY EXTRAS, EXTREMELY SEAWORTHY & SOLID, JUST COMPLETED 4 YEARS SAILING THROUGH ALASKALOCATED HAWAII, READY FOR SO. PAC. <u>REPLACEMENT COST WOULD BE THREE TIMES THE \$87.500 PRICE.</u> (808) 245-3116

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FOLKES 39 PILOTHOUSE CUTTER w/extended cabin, 34 hp Yanmar diesel, sails, 4 ST winches, aft double berth, raised dinette, propane stove refrig., windlass, DS, KM, VHF and Awlgrip paint. \$94,900. FOLKES 417 P.H. will be ready early 1990. Call for information on this new 41' Simpson design with rounded chine.

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1981 CREALOCK 37

Avery special Pacific Seacraft with latsa cruising gear. Six sails with all running rigging led aft. A warm and inviting interior with diesel heater. Strong, styllsh and manageable . . . and only asking \$90,000.



A timeless design that shows better than mast show boats... and for a lot less money! Teak and holly sole, refer, roller furling, dodger, plus a lot more. Let "Daddy Warbucks" adopt you.



968 GRAND BANKS 32

A campletely re-fit Gee Bee 32'. The benchmark of the trawlers. Just listed, these boats generally don't last long on the market . . . So, if you want to see it . . . call now! **Asking \$52,500**.



Last month we were "jus' funnin ya" with that picture! This is the real C&C. And it is nice! Too nice for you to missi But, we "weren't funnin" when we said that nobody bulids 'em like C&C.



1982 HUNTER 37'

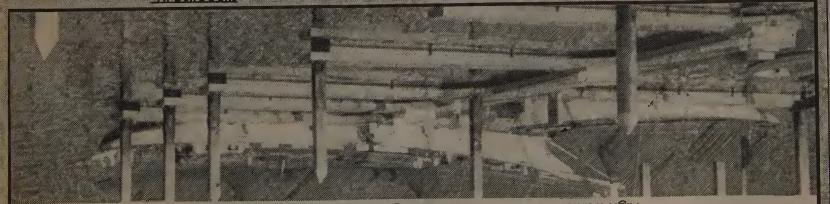
PSSTI... Wanna buy a boat? Last manth we sald the seller was "anxious". This manth he'll be downright certifiable if the boat isn't said. And . . . this boat is in nice shape toa. Going ance... Going twice ...



1974 CHALLENGER 40'

Now that the seller has reduced his asking price ta anly \$69,000, eilminating the "... is he serious?" question, this very roomy forty footer should not be missed by the liveaboard-cruisers among

365PEARSON	44,750 • 27' CONTEST 24,950 45,750 LIVEABOARD/CRUISERS 35,500 • 47' PERRY, \$129,500 29,500 • 46' SEA STAR 46/PH 135,000 49,000 • 45' HUNTER 134,500 29,900 45' JEANNEAU 175,000 34,500 44' NORSEMAN 447 215,000	• 38' MORGAN
• 30° C & C • 30° HUNTER • 30° ISLANDER MKII	34,500 44 NORSEMAN 447 215,000 22,900 • 43 ENDEAVOR 99,500 21,500 • 43 YOUNG SUN 109,500 29,900 41 C&C 67,500 21,950 40 CHALLENGER 69,000	35' C&C 82,950 42' TROJAN 62,500 35' CHALLENGER 39,500 41' PT 94,500 35' NIGARA MKI 69,900 35' CHRIS CRAFT 81,500 32' ISLANDER 30,000 32' EAGLE PH 63,500 31' CAPE DORY 59,500 32' GRAND BANKS 52,500 28' BRISTOL CHANNEL CTTR 52,000



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We've been turning marina's upside down . . . looking for boats just like yours to re-fill these slips.

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1972 SPARKMAN & STEPHENS 48' YAWL

Custom Built Newly Refurbished \$109,000 **Peter Sheppard**



1990 53' CHEOY LEE P.H. MOTORSAILER

Single 135 HP Lugger Diesel **Bow Thruster** AT REX YACHTS



1982 COOPER 42 P.H. **MOTORSAILER**

Two Double Berth Staterooms + Tub/Shower \$119,000 Peter Sheppard



1988 47' TAYANA CUTTER

Three Staterooms AT REX YACHTS \$199,000 Al Levenson



1980 PEARSON 424

Very Clean Well Équipped \$105,000 Al Levenson



1984 44' NORSEMAN CUTTER

Thoughtfully Equipped for Offshore Passaging \$100K Below Replacement \$215,000 Al Levenson



1969 CAL 40

Bottom Stripped/Recoated '87 One of Lapworth's Finest Designs \$55,000 Pete Fromhagen



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Professional Blister Treatment 1988 Diesel Rebuilt 1987 \$35,000

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SELECTED SAIL BROKERAGE 23' BEAR 23, HULL #3 \$4.500 24' MARTIN Full Race 7,200 24' C&C 9,990 25' VERTUE Giles Design 25,000 25' FRISCO FLYER 8,200 25' CORONADO 7,500 25' CAL 8,000 25' OLSON 18,500 26' BEAGLE 8,500 26' PEARSON 1977 OFFERS 26' PACIFIC CLIPPER 12,500 26' S-2 w/trailer 18,500 27' VEGA OFFERS 27' CATALINA 27 3 from 9,000 27' CHEOY LEE Offshore 19,995 27' CORONADO 9,500 28' CAL 1967 13,500 28' HERRESHOFF 24,000 29' COLUMBIA 2 from 15,500 29' CAL 2-29 26,000 29' ELITE 38,500 30' WM GARDEN bil endr 22,000 30' KNARR 12,500 30' KNARR 12,500 30' SPIDSGATTER 35,000 31' MARINER Ketch 29,000 30' SPI	
23' BEAR 23, HULL #3	SELECTED SAIL BROKERAGE
24' C&C 9,990 25' VERTUE Giles Design 25,000 25' FRISCO FLYER 8,200 25' CORONADO 7,500 25' CAL 8,000 25' OLSON 18,500 26' BEAGLE 8,500 26' PEARSON 1977 OFFERS 26' PACIFIC CLIPPER 12,500 27' VEGA OFFERS 27' CATALINA 27 3 from 9,000 27' VEGA OFFERS 27' CATALINA 27 3 from 9,000 27' CAL 2-27 17,500 27' CHEOY LEE Offshore 19,995 27' CORONADO 9,500 28' CAL, 1967 13,500 28' HERRESHOFF 24,000 29' CASCADE 14,000 29' CASCADE 14,000 29' CAL 2-29 26,000 29' CAL 2-29 26,000 29' ELITE 38,500 30' CHEOY LEE Ketch 20,000 30' WM GARDEN dbl endr 22,000 30' KNARR 12,500 30' ALBERG/GULF ISLAND 23,900 30' KNARR 12,500 30' ANTANA 30-30 38,500 30' SPIDSGATTER 35,000 31' MARINER Ketch 29,000 31' MARINER Ketch 29,000 32' ARIES 48,500 32' ARIES 48,500 32' CHEOY LEE M/S 55,000 32' ARIES 48,500 34' ANGLEMAN Ketch 47,500 34' ANGLEMAN Ketch 47,500 35' JASON 35 49,950	
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25' CAL	25' FRISCO FLYER 8,200
25' OLSON	25' CORONADO 7,500
26' BEAGLE	25' CAL
26' PEARSON 1977 OFFERS 26' PACIFIC CLIPPER 12,500 26' S-2 w/trailer 18,500 27' VEGA OFFERS 27' CATALINA 27 3 from 9,000 27' CAL 2-27 17,500 27' CHEOY LEE Offshore 19,995 27' CORONADO 9,500 28' CAL, 1967 13,500 28' HERRESHOFF 24,000 29' CASCADE 14,000 29' CAL 2-29 26,000 29' ELITE 38,500 30' CHEOY LEE Ketch 20,000 30' WM GARDEN dbl endr 22,000 30' ERICSON 2 from 17,900 30' ALBERG/GULF ISLAND 23,900 30' WM GARDEN dbl endr 22,000 30' KNARR 12,500 30' PACIFIC 10,400 30' SANTANA 30-30 38,500 30' SPIDSGATTER 35,000 31' MARINER Ketch 29,000 31' MARINER Ketch 29,000 31' MARINER Ketch 29,000 31' ANGLEMAN Ketch 29,000 32' ARIES 48,500 32' ARIES 48,500 32' WESTSAIL 56,000 34' ANGLEMAN Ketch 47,500 34' ANGLEMAN Ketch 47,500 34' ANGLEMAN Ketch 47,500 35' JASON 35 49,950	25' OLSON 18,500
26' PACIFIC CLIPPER	26° BEAGLE
26' PACIFIC CLIPPER	26' PEARSON 1977 OFFERS
26 S-2 w/trailer	26' PACIFIC CLIPPER 12,500
27' CAL 2-27	26' S-2 w/trailer 18.500
27' CAL 2-27	27' VEGA OFFERS
27' CAL 2-27	27' CATALINA 27 3 from 9,000
27' CORONADO 9,500 28' CAL, 1967 13,500 28' HERRESHOFF 24,000 29' CASCADE 14,000 29' CAL 2-29 26,000 29' ELITE 38,500 30' CHEOY LEE Ketch 20,000 30' WM GARDEN dbl endr 22,000 30' ERICSON 2 from 17,900 30' ALBERG/GULF ISLAND 23,900 30' PACIFIC 10,400 30' SANTANA 30-30 38,500 30' SPIDSGATTER 35,000 31' MARINER Ketch 29,000 31' COLUMBIA 9.6 30,500 32' ARIES 48,500 32' CHEOY LEE M/S 55,000 32' WESTSAIL 56,000 34' ANGLEMAN Ketch 47,500 34' YAWL, Cruiser 16,000 35' JASON 35 49,950 36' YAWL, TERE"	27' CAL 2-27 17,500
28' CAL, 1967	27' CHEOY LEE Offshore 19,995
28' HERRESHOFF'	
28' HERRESHOFF'	28! CAL, 1967 13,500
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30' KNARR	30' ERICSON2 from 17,900
30' PACIFIC 10,400 30' SANTANA 30-30 38,500 30' SPIDSGATTER 35,000 31' MARINER Ketch 29,000 31' COLUMBIA 9.6 30,500 32' ARIES 48,500 32' CHEOY LEE M/S 55,000 32' WESTSAIL 56,000 34' ANGLEMAN Ketch 47,500 34' YAWL, Cruiser 16,000 35' JASON 35 49,950 35' YAWL 7ERE" 52,750	30' ALBERG/GULF ISLAND 23,900
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34' YAWL, Cruiser	
35' JASON 35	34' ANGLEMAN Ketch 47,500
35' YAWL. 'TERE" 52.750	
35' YAWL, 'TERE"	35' JASON 35 49,950
36' ISLANDER FREEPORT 78,000	35' YAWL, 'TERE"52,750
	36' ISLANDER FREEPORT 78,000

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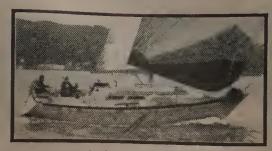


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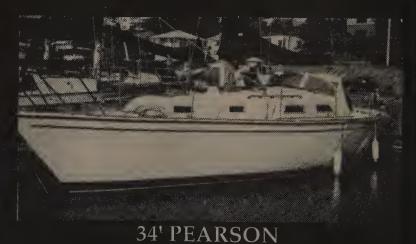
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